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A STEADY STATE AND DYNAMIC ANALYSIS OF A MOORING SYSTEM.(U)
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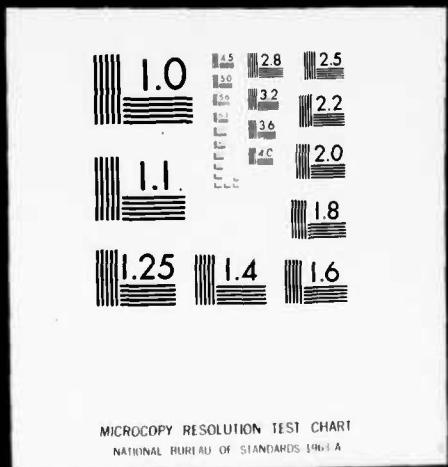
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A Steady State and Dynamic Analysis of a Mooring System

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25 March 1977



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20. Abstract (Cont'd)

is employed to effect the correct solution for the system.

For the dynamic case, in which ship motions do exist, a lumped mass model of the cable and subsurface buoys is used. The equations of motion for each lumped mass element are numerically integrated simultaneously in the time domain. A particular cable-buoy-ship system is investigated, and the results are analyzed.



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LIST OF SYMBOLS AND NOTATIONS

Symbols

- Δ Transform matrix from cable coordinates to inertial coordinates
- b Integration step-size in time domain for dynamic model
- B Net buoyancy of subsurface buoy (buoy displacement minus air weight of buoy; also defined to be excess buoyancy)
- c_B Current magnitude at ocean bottom
- c_{DN} Normal drag coefficient for cable
- c_{DS} Coefficient of drag for spherical subsurface buoy
- c_{DT} Tangential drag coefficient for cable
- c_x Current magnitude at surface
- c_y Current magnitude at depth D
- d Outside diameter of the cable
- d_s Effective strength member diameter of cable
- D Depth of water above which current varies exponentially, and below which it varies linearly
- D_p Current drsg on subsurface buoy
- D_x^n ,
 D_y^n ,
 D_z^n Cable drag components in cable coordinates
- E_A Distance between calculated location and actual location of ship
- E_c Modulus of elasticity of cable
- f_h Highest natural frequency of system
- g Horizontal distance between anchor and ship

Symbols (Cont'd)

H Water depth

 $\hat{i}, \hat{j}, \hat{k}$ Direction indicesK_y* Spring constant ΔL_n Length of n'th segment h_x^u, h_y^u, h_z^u , Hydrodynamic mass components in cable coordinates

Re Reynolds number

R_a Radius of subsurface buoy

s Stretched length of cable

s₀ Unstretched length of cableS_{hxi}, S_{hzj}, Constants used to describe ship motions

t Time

T Tension vector

T_{AN} Corrected tension at anchorT_{BD} Tension in cable from ship at subsurface buoyT_{BB} Tension in cable from anchor at subsurface buoyT_y* Tension in n'th cable segment

u, v, w Components of ocean currents in inertial coordinates

 U_{RN}, V_{RN}, W_{RN} Resultant velocity components of the water relative to the cable components in inertial coordinatesv_c Current velocityw_b In water weight of subsurface buoyw_c In water weight per unit length of cable

Symbols (Cont'd)

x, y, z Spatial coordinates

$\bar{X}, \bar{Y}, \bar{Z}$ Force components acting on cable

z_{SH} The calculated "z" coordinate of the ship

δ_A Positive number which is successively reduced in iteration scheme

E Maximum closure error

E_i Phase angle

θ Cable angle in horizontal plane

θ_c Current angle in horizontal plane

ϕ Cable angle in vertical plane

ρ_w Water mass density

l_m Cable mass per unit length

ν Kinematic viscosity of seawater

w_i Wave frequency

Subscripts

A Anchor

D Point of attachment of cable from ship at subsurface buoy

B Point of attachment of cable from anchor at subsurface buoy

n Lumped mass element number

N Iteration number for procedure used to find tension at anchor

I. INTRODUCTION

This study describes an analysis and simulation of the dynamics of simple moored oceanic buoy systems which are tethered to a surface ship. The effects of the wave induced motion of this vessel, the forces due to the waves and currents on the buoy system, and the weight of the cable and buoy are all included. Because of the nonlinearities of the differential equations used to model the system, numerical techniques are used to effect solutions.

The basic problem this simulation will address is the decoupling of the cable connecting the anchor to the subsurface buoys from the wave induced motion of the ship. This will help alleviate the problem that has caused much concern among researchers and navies throughout the world about possible failures in a moored cable due to the fatigue of the cable caused by the wave excited motions of the tethered ship.

Most analyses of the type undertaken in the present study have dealt with some type of moored buoy configuration. Almost all of these studies did not consider systems in which a ship was present; thus, the wave induced motions were limited to affecting only the surface buoy.

Barber⁽¹⁾ compared three methods for obtaining cable displacements, and then examined what effect these displacements would have in the steady state upon current meters.

His main concern was in obtaining accurate data for closely spaced current meters near the top of the mooring.

Martin (2) developed a computer program to determine the steady state geometry and cable tensions in single-point mooring systems. It was based on an iterative, numerical-integration routine for the cable equations, allowing for elastic cables, drag and weight forces, variation of current speed with depth, instruments supported in the mooring line, and the effects of specific buoy shapes.

Griffin and Radochia (3) derived a program to find the steady state configuration and tension of a very long underwater towed cable. A numerical-integration routine was also used to solve the cable equations, which considered the elasticity of the cable, a constant current profile, drag and weight forces, and a drogue at the end of the cable.

Griffin (4) non-dimensionalized the steady state cable equations for single point mooring systems and solved them for different values of the non-dimensional parameters. He plotted the spatial coordinates of the end point as a function of the dimensionless coefficients for drag, cable weight, excess buoyancy-to-tension ratio, current profile, and buoy geometry so that, for a given set of buoy and cable parameters and specific current profiles, the horizontal and vertical excursions of the buoy could be determined.

Shepard (5) described a dynamic model of a vertical

moored taut cable which was subjected to a low velocity transverse flow and which underwent small harmonic oscillations in the vertical direction at its upper end. Calculations based on this model yielded estimates of the dynamic force-displacement relations at the upper end of the cable.

Griffin (6) investigated the forces acting upon a cable-towed body system and developed a digital computer simulation of its dynamics in a plane. The towed system was excited by ship motions caused by deep-ocean waves. Equations of motion for the towed body were written and reduced to a set of ordinary nonlinear differential equations having nonconstant coefficients. A lumped mass model of the towline was employed and the equations of motion for the cable were numerically integrated simultaneously with the towed body equations of motion in the time domain.

Paquette and Henderson (7) used an analog computer to simulate the dynamics of buoy mooring ropes under conditions typical of the open sea. They solved the set of second-order partial differential equations associated with single-point mooring systems under the action of wind and current forces that were unidirectional and coplanar. The cable was simulated by up to ten straight segments joined at node points where all forces and mass were assumed to be lumped.

Brainard (8) analyzed the dynamic motion of a single point, taut, compound mooring. His model consisted of a

series of discrete masses connected with linear springs; motion was assumed to be one-dimensional along the longitudinal axis of the model. The analysis predicted the natural frequencies of the model without damping. These results were used as a basis for analyzing motion of the masses and tensions in the springs when the model was driven with an external force and where damping, from tangential drag, was assumed to be proportional to velocity squared. Solutions were obtained by computer programmed numerical techniques; both steady state and transient cases were studied. Response of the system with alterations of drag and spring stiffness were also studied.

Patton (9) investigated a digital computer simulation of buoy system dynamics for simple buoy systems, that is, a surface buoy moored on a single mooring line. The buoy system could be excited by winds, waves, and currents. Winds could act from any compass direction, and currents could vary in strength and direction as a function of depth in the water column. Wind waves were simulated by first computing their properties with the Sverdrup-Munk (12) - Bretschneider (13) method and then by using Bergman's (14) energy partitioning scheme on a two-parameter Bretschneider spectrum to compute component sine wave amplitudes, phases, and frequencies.

Equations of motion for the buoy, assumed to be an

oblate spheroid, were developed for six degrees of freedom—three translational and three rotational. Hydrostatic and hydrodynamic forces and moments acting on an oblate spheroid moving on the free surface of an infinite body of water were investigated in detail. The set of integro-differential equations for buoy motions were reduced to a set of nonlinear, ordinary differential equations with nonconstant coefficients by using the Haskind (15) hypothesis to evaluate the hydrodynamic force and moment integrals and to represent them as frequency dependent coefficients. Buoy motions were coupled to the hydrostatic, hydrodynamic, and mooring line forces.

Cable dynamics were also investigated. A set of coupled, hyperbolic, partial differential equations for cable motions were developed and characteristic equations were derived to effect a method of characteristics solution. A unique numerical method of characteristics technique, based upon Hartree's (16) method, was developed for the solution of the cable equations in the time-space domain. Buoy motions, which were dependent upon the cable tensions, served as the upper boundary conditions. Lower boundary conditions were prescribed at the anchor, where there could be no motion.

For certain buoy systems, where many mass discontinuities existed along the cable, or for shallow water moorings,

where slack cable conditions could exist, a lumped mass method of computing cable dynamics was developed as opposed to the finite difference method just described. In general, for cable dynamics the lumped mass numerical method was an order of magnitude faster in computation time than the finite difference method.

The equations of motion developed for the buoy were solved numerically in the time domain using a fourth-order, Runge-Kutta integration method. Cable equations could be solved by finite difference methods or by integrating with the Runge-Kutta algorithm for the lumped mass model.

In order to validate the numerical models developed, two buoy systems were instrumented and deployed in Block Island Sound. The motion data from these experiments, along with data published in the literature (10, 11), were compared with simulated buoy motion data. This comparison (9) indicated that steady state buoy system forces and configurations could be predicted within approximately five percent and that buoy system dynamics could be predicted within approximately fifty percent. There were some indications that the surge and sway hydrodynamic forces acting on the buoy were being underestimated by the computer model.

Webster (17) tested models of three buoys; in these tests, the effects of both waves and currents were simulated. As a result of the tests, a single-point mooring configura-

tion for a new buoy was developed. Of particular interest during this study was the visibility of the buoys in various sea and current conditions. The test results were used to predict the fraction of time that the buoys remained within two, three, and four degrees of the vertical.

Mercier (18) presented the results of hydrodynamic tests of several models of typical buoy shapes. Measurements of lift, drag, and pitch moment were made for the heave, surge, and pitch modes of motion in calm water and for the model held fixed with surface waves passing by. These results were necessary for evaluating the motions of these bodies for arbitrary mass distributions, using the equations of motion. Coefficients expressing the inertial and damping characteristics of these models, based on the assumption of linearity of forces with motion and wave amplitude were presented in tables. Amplitudes and phases for the wave exciting forces were tabulated. Models that had been tested included a half-immersed sphere, a half-immersed torus, a one-fiftieth scale model of the "Monster Buoy", a shallow draft rectangular barge, and a cylinder with a square damping plate at the lower end and with a hemispherical bottom cap.

The problem considered by Reid (19) dealt with the motions of and tensions within a quasi-elastic mooring line which was anchored at the sea floor while attached to a ship

er buoy at or near the sea surface and subject to the influence of time varying currents. This was a natural extension of previous studies, such as those of Wilson, (20, 21) dealing with the equilibrium configuration of an anchored cable in the presence of steady, coplanar currents.

The design concept and a summary of the motion analysis of the mathematical model of a tri-moored buoyant structure were presented by Savage (22) for project SEASPIDER. The need to adapt the structural design to the anticipated oceanographic environment in order to obtain a near-motionless system was discussed. Critical components of the total system were discussed, and experience with these components during sea trials was recorded. Sea trials of the system conducted on the Blake Plateau in 2600 feet of water were reviewed and the results using the system as a base for acoustic, temperature, and current measurements were presented. Evidence of the near-motionless characteristics of this tri-moored buoyant structure was presented and discussed. The purpose of project SEASPIDER had been to prove the feasibility of tri-moored buoyant structures with neutrally buoyant legs as instrument bases for all types of oceanographic measurements in the water column of the deepest parts of the ocean.

Correll (23) reported the results of an analytical design study and a prototype experimental program which inves-

tigated the characteristics and performance of a buoy system for the U.S. Naval Oceanographic Hysurch Program. The buoy system served as a reference station for a hyperbolic navigation system for coastal hydrographic survey. The work consisted of an analytical evaluation of several classes of buoy systems, a detailed design of a prototype buoy system, an experimental program with a full scale prototype buoy system in two oceanic environments, and an evaluation of the operational characteristicia of the prototype system. The prototype evaluation showed that a highly compliant taut-wire moored surface buoy configuration could provide vertical stabilities of less than eight degrees variation and a watch circle of approximately ten percent of depth, in sea conditions of up to sea state four and with ocean currents up to three quarters of a knot.

Most analyses of the type undertaken in the studies described above have dealt simply with moored buoy-cable systems. The present study will include the dynamic effects of a ship which is tethered to the system as an extension of previous works. In addition to thia excitation of the system due to the response of the ship to ocean waves, the other forces which will be considered include water drag (normal and tangential), cable tension, cable and buoy weight, and inertiel forces. These will be assumed to be acting at discrete points along the cable in a lumped mecha-

23.

spring model. In order to provide initial conditions for this dynamic case, a steady state model will first be developed.

24.
II. STEADY STATE MODEL

2.1 Cable Equations of Motion

The equilibrium equations, originally given by Patton⁽⁹⁾, were modified by Griffin and Radochia⁽³⁾ and used to model extremely long towed arrays. The differential equations generated to describe the equilibrium condition for an element of cable subject to weight and steady hydrodynamic forces are given as:

$$\frac{d\theta}{ds_*} = \left(\frac{1}{T \cos \phi} \right) \left(\frac{1}{2} \rho_w d c_{DN} u'' |u'| \right) \quad (1a)$$

$$\frac{dT}{ds_*} = w_c \sin \phi - \frac{1}{2} \rho_w \pi d c_{DN} v'' |v'| \quad (1b)$$

$$\frac{d\phi}{ds_*} = \left(\frac{1}{T} \right) \left(w_c \cos \phi - \frac{1}{2} \rho_w d c_{DN} w'' |w'| \right) \quad (1c)$$

$$\frac{ds}{ds_*} = 1 + \frac{4T}{\pi d_*^2 E_c} \quad (1d)$$

Equations (1a) through (1c) are the equilibrium equations for the cable in the x'', y'', and z'' directions respectively.

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(See figures 2 through 6.) Equation (1d) is derived by using Hooke's law⁽²²⁾ (strain=stress/modulus of elasticity), which is valid for linear elastic materials. (Strain, $(\frac{ds}{dx} - 1)$, is assumed to be very small, and temperature effects on the strain are neglected.) All of the above are for cables with circular cross section.

The parameters used in equation (1) are defined as follows:

$$c_{bx} = \frac{\text{normal drag along } x'' \text{ axis/unit length}}{\left(\frac{1}{2}\right)(\rho_w)(d)(u'')^2}$$

$$c_{bz} = \frac{\text{normal drag along } z'' \text{ axis/unit length}}{\left(\frac{1}{3}\right)(\rho_w)(d)(w'')^2}$$

c_{bx} = the normal drag coefficient of the element along the x'' axis and z'' axis

$$c_{by} = \frac{\text{tangential drag/unit length}}{\left(\frac{1}{2}\right)(\rho_w)(\pi)(d)(v'')^2}$$

c_{by} = the tangential drag coefficient of the element along the y'' axis

d = the outside diameter of the element (see figure 1)

d_e = the effective strength member diameter (see figure 1)

E_e = the modulus of elasticity of the effective strength member

s = the stretched length of the element

a_0 = the unstretched length of the element

T = the tension at the element

w_c = the in water weight per unit length of the cable element (For the cable, weight is defined as a positive quantity; the equilibrium equations of the cable take into account the fact that the positive weight is acting in the negative z direction.)

u'' , v'' , w'' , = the fluid velocity components in the double primed coordinate system along the x'' , y'' , and z'' axes respectively (See figures 2 through 4.)

ρ_w = the mass density of sea water

θ , ϕ = the angles of the cable in the double primed coordinate system, defined in figures 2 through 4.

Equation (1) uses two different values for the cable diameter. The first, d , is the outside diameter; the second, d_{ss} , is the strength member diameter. A cable may sometimes have a buoyancy material, such as thermoplastic rubber, extruded over the load bearing member (see figure 1). This will have little effect upon the stress-strain relations of the cable, but will affect the drag forces on the cable. This fact is taken into consideration when deriving equation (1).

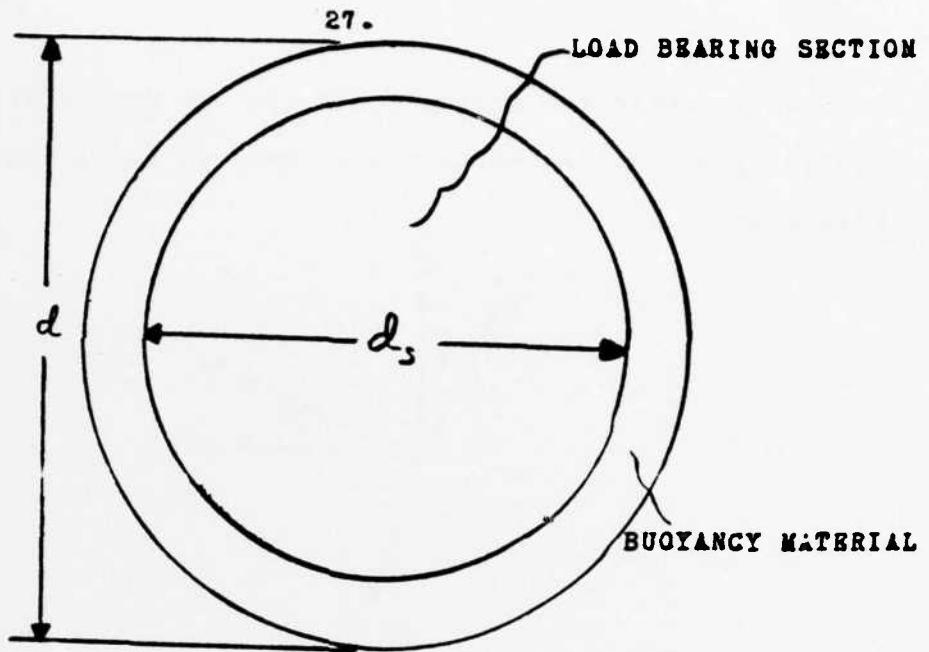


Figure 1. Cable Diameters

To transform from inertial (unprimed) to cable (double primed) coordinates, first rotate the x-z plane about the z axis as shown in figure 2:

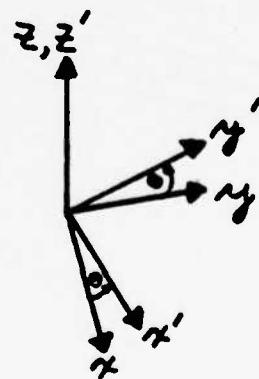


Figure 2. Rotation from Unprimed to Primed System

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Next rotate the primed system to the double primed system by a rotation about the x' axis as shown below in figure 3:

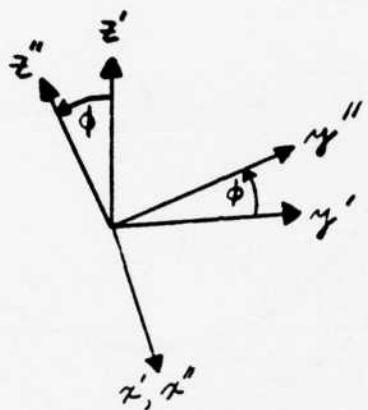


Figure 3. Rotation from Primed to Double Primed System

The cable element is aligned with the y'' axis in the double primed coordinate system as shown in figure 4:

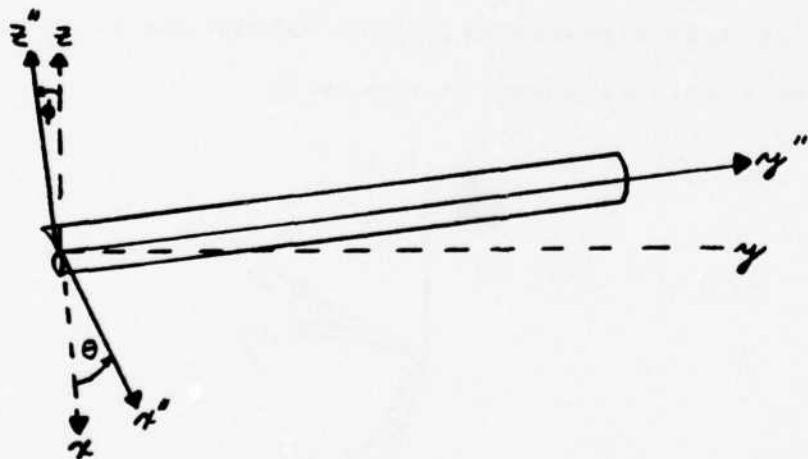


Figure 4. Cable Element in Inertial and Cable Coordinates

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The changes in the horizontal angle θ and the vertical angle ϕ in the inertial system are shown below in figures 5 and 6:

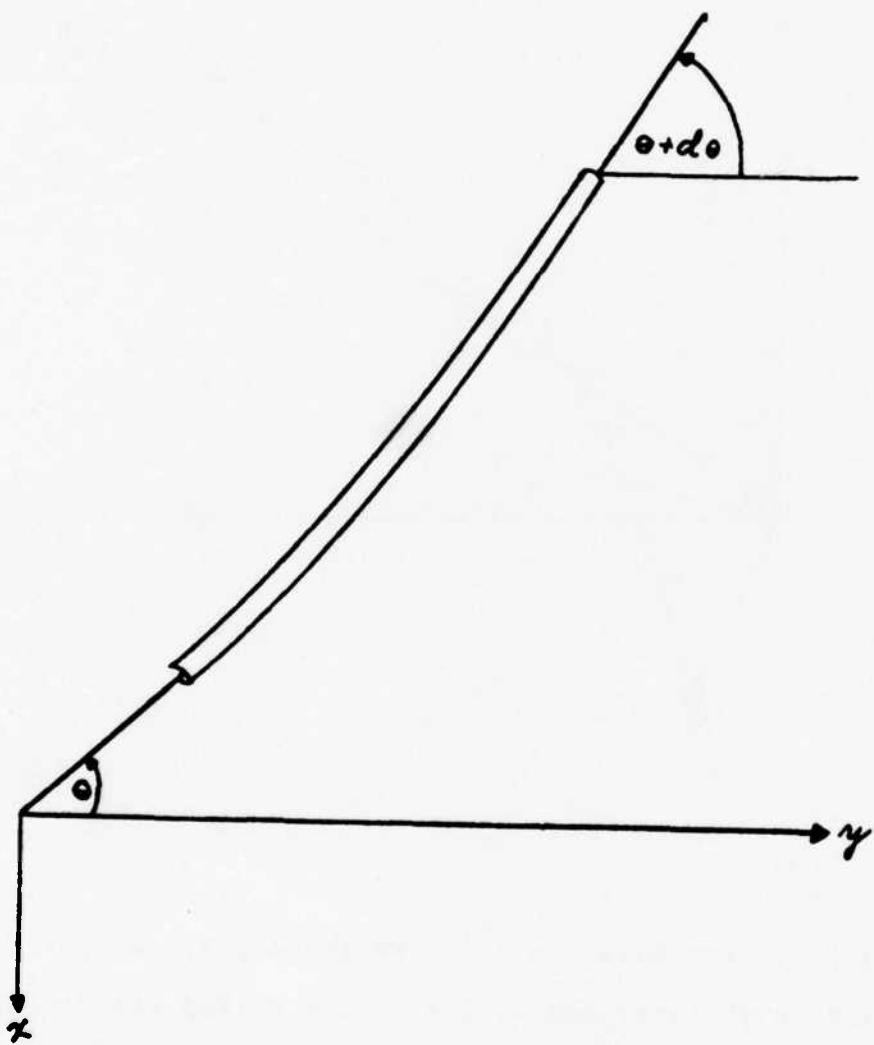


Figure 5. Horizontal Angle Change

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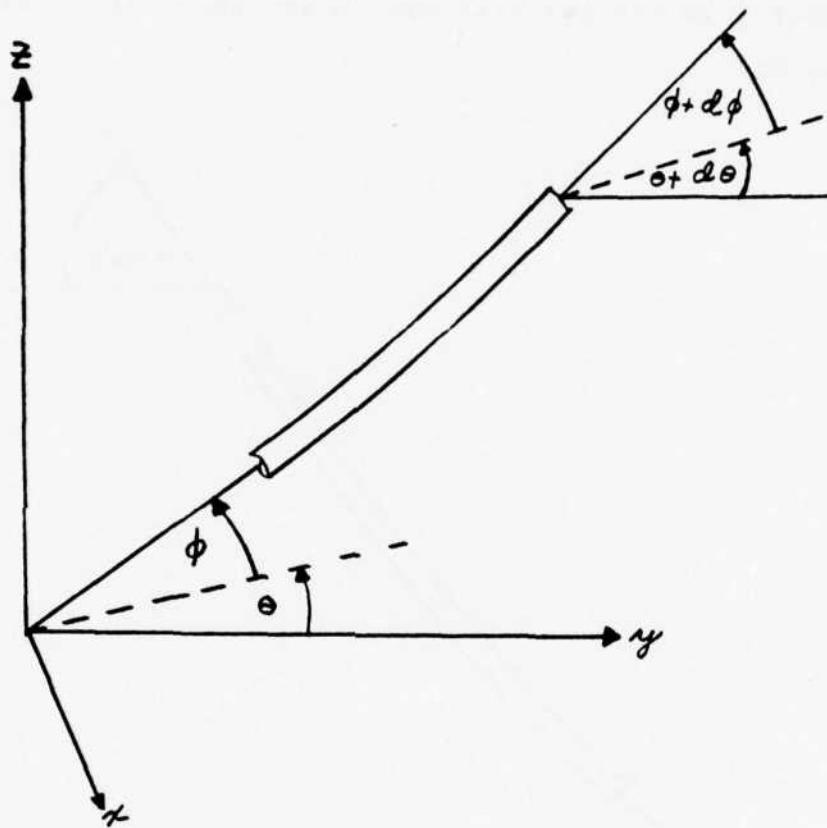


Figure 6. Vertical Angle Change

Griffin and Radechia⁽³⁾ give the transform matrix to change from the unprimed to the double primed coordinate system as:

$$A = \begin{bmatrix} \cos \theta & \sin \theta & 0 \\ -\sin \theta \cos \phi & \cos \theta \cos \phi & \sin \phi \\ \sin \theta \sin \phi & -\cos \theta \sin \phi & \cos \phi \end{bmatrix} \quad (2)$$

31.

Its inverse is given as:

$$A^{-1} = \begin{bmatrix} \cos \theta & -\sin \theta \cos \phi & \sin \theta \sin \phi \\ \sin \theta & \cos \theta \cos \phi & -\cos \theta \sin \phi \\ 0 & \sin \phi & \cos \phi \end{bmatrix} \quad (3)$$

Using the above relations u'' , v'' , and w'' may be defined as the fluid velocity components in the x'' , y'' , and z'' directions respectively:

$$u'' = u \cos \theta + v \sin \theta \quad (4a)$$

$$v'' = -u \sin \theta \cos \phi + v \cos \theta \cos \phi + w \sin \phi \quad (4b)$$

$$w'' = u \sin \theta \sin \phi - v \cos \theta \sin \phi + w \cos \phi \quad (4c)$$

where u , v , and w are the current components in the x , y , and z directions respectively (the inertial coordinate system). Note that u'' , v'' , and w'' may be a function of depth, if desired.

Equations (1) are numerically integrated using a fourth order Runge-Kutta method⁽²⁵⁾. A brief description of this method is presented in Appendix A; further details may be found in Kelly⁽²⁶⁾ or Nielsen⁽²⁷⁾.

The following inertial coordinates of the element are computed once a solution for T , θ , and ϕ is obtained for each element of cable, ds . (It is assumed in this study that the unstretched length of ds is 20 feet.)

$$dx = -ds \sin \theta \cos \phi \quad (5a)$$

$$dy = ds \cos \theta \cos \phi \quad (5b)$$

$$dz = ds \sin \phi \quad (5c)$$

The Runge-Kutta method used in this simulation has been checked for accurate performance by White (25) for many representative differential equations. The intent was to provide a subroutine which performed the "dirty work" and required the programmer only to write expressions for the derivatives involved in his particular differential equations. For the present study, this formulation was found to provide sufficient accuracy with rapid convergence.

2.2 Subsurface Buoy Equations

2.2.1 Force Equilibrium Equations

As discussed in the previous section, a numerical integration procedure is used to solve the cable equations. At a buoy, however, this scheme must be interrupted, and

33.

the force and moment equilibrium equations for the buoy must be solved in order for the integration to proceed at the next cable element on the "other side" of the buoy.

A free body diagram of the subsurface buoy, which is assumed to be spherical in shape, is shown below:

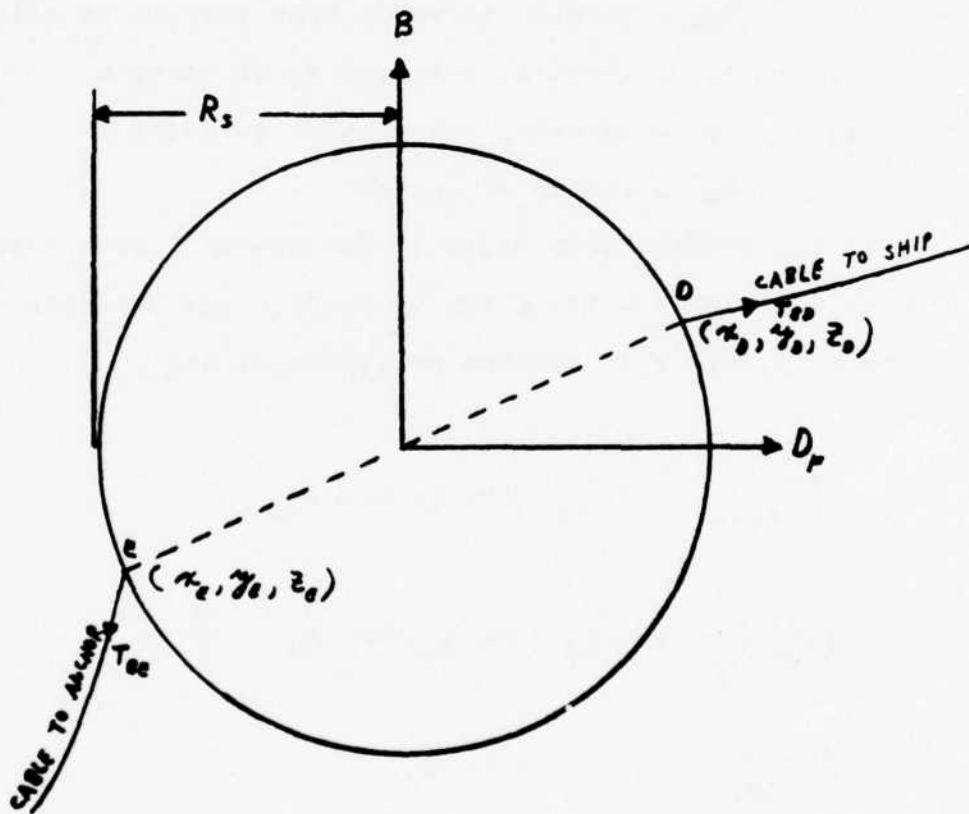


Figure 7. Free Body Diagram of Subsurface Buoy

where

B = net buoyancy of buoy (buoy displacement minus air weight of buoy)

D_p = drag (assumed to be in the horizontal plane, i.e., no vertical currents exist)

T_{BE} = tension on cable from anchor at point E

T_{BD} = tension on cable from surface at point D

x_D, y_D, z_D = inertial coordinates of point D

x_E, y_E, z_E = inertial coordinates of point E

R_a = radius of sphere

The tension components in the inertial coordinate system at point E are given by Griffin and Radochia⁽³⁾ in the x, y, and z directions respectively as:

$$(T_{SE})_x = -T_{SE} \sin \theta_{SE} \cos \phi_{SE} \quad (6a)$$

$$(T_{SE})_y = T_{SE} \cos \theta_{SE} \cos \phi_{SE} \quad (6b)$$

$$(T_{SE})_z = T_{SE} \sin \phi_{SE} \quad (6c)$$

where θ_{SE} and ϕ_{SE} are the horizontal and vertical angles respectively of the cable at point E described earlier in figures 2 through 6. These are considered to be measured positive counterclockwise from the y axis and positive

upwards from the x-y plane respectively. (This will be true whenever the symbols θ and ϕ are used at any point.) The tension magnitude T_{se} and the angles θ_{se} and ϕ_{se} are already known from the solution of the cable equations at point E.

The tension components at point D may be given by:

$$(T_{sd})_x = -T_{sd} \sin \theta_{sd} \cos \phi_{sd} \quad (7a)$$

$$(T_{sd})_y = T_{sd} \cos \theta_{sd} \cos \phi_{sd} \quad (7b)$$

$$(T_{sd})_z = T_{sd} \sin \phi_{sd} \quad (7c)$$

where θ_{sd} and ϕ_{sd} are the horizontal and vertical angles respectively of the cable at point D. The tension magnitude T_{sd} and the angles θ_{sd} and ϕ_{sd} are three of the unknowns in this problem.

The buoyancy force, B, will always be acting vertically upwards; thus, its only component is in the z direction.

The drag, D_p , will be assumed to be acting in the horizontal plane. This is a consequence of the assumption

that the current velocity vector at any depth is contained in a horizontal plane, that is, $w = \phi = 0$. Furthermore, the current velocity attenuation with depth is insignificant and can be assumed to be non-existent across the sphere. Thus, the current magnitude is given as v_c and its direction as θ_c , where θ_c is measured positive counterclockwise from the inertial y axis. Berteaux (28) gives the drag force as:

$$D_F = \frac{1}{2} \rho_w c_D A v_c^2 \quad (8)$$

where ρ_w = mass density of sea water

c_D = coefficient of drag for the buoy

A = projected area of the buoy in the vertical plane

For a sphere,

$$A = \pi R_s^2 \quad (9)$$

Thus, the components of drag for the subsurface buoy are given as:

$$(D_F)_x = \frac{1}{2} \rho_w c_{Dx} (\pi R_s^2) (-v_c \sin \theta_c) (|-v_c \sin \theta_c|) \quad (10a)$$

$$(D_F)_y = \frac{1}{2} \rho_w c_{Dy} (\pi R_s^2) (v_c \cos \theta_c) (|v_c \cos \theta_c|) \quad (10b)$$

where c_{DS} is the coefficient of drag for a sphere at Reynolds Number Re , where Re is a function of the current velocity, buoy diameter, and the kinematic viscosity of seawater (ν) as follows:

$$Re = \frac{2 \nu c R_s}{\gamma} \quad (11)$$

Using the above expressions for the cable tension, drag, and gravitational force, three force equilibrium equations may be written to solve for the three unknown tension components. They are written, for the x, y, and z directions respectively, as:

$$-(T_{Bc})_x + (D_F)_x - (T_{BD})(\sin \theta_{BD})(\cos \phi_{BD}) = 0 \quad (12a)$$

$$-(T_{Bc})_y + (D_F)_y + (T_{BD})(\cos \theta_{BD})(\cos \phi_{BD}) = 0 \quad (12b)$$

$$-(T_{Bc})_z + (B) + (T_{BD})(\sin \phi_{BD}) = 0 \quad (12c)$$

These equations are solved in Appendix B.1; their solution, from equations (B9), (B12), and (B13) in Appendix B, is as

follows:

$$\theta_{BD} = \tan^{-1} \left[\frac{AEX}{AEY} \right] \quad (13a)$$

$$\phi_{BD} = \tan^{-1} \left[\left(\frac{AEZ}{AEY} \right) (\cos \theta_{BD}) \right] \quad (13b)$$

$$T_{BD} = \left[\frac{AEZ}{\sin \phi_{BD}} \right] \quad (13c)$$

where

$$AEY = \left[-(T_{BE})_x + (D_F)_x \right] \quad (14a)$$

$$AEY = \left[(T_{BE})_y - (D_F)_y \right] \quad (14b)$$

$$AEZ = \left[(T_{BE})_z - (B) \right] \quad (14c)$$

2.2.2 Moment Equilibrium Equations

The moment equilibrium equations may be developed as follows. Let

$$\chi_{0s} = \chi_0 - \chi_e , \quad (15a)$$

$$\gamma_{0s} = \gamma_0 - \gamma_e , \text{ and} \quad (15b)$$

$$z_{0s} = z_0 - z_e . \quad (15c)$$

Then, the moments about point E may be written as:

$$(B)\left(\frac{\gamma_{0s}}{2}\right) + (T_{s0})_z (\gamma_{0s}) - (D_F)_y \left(\frac{z_{0s}}{2}\right) - (T_{s0})_y (z_{0s}) = 0 \quad (16a)$$

$$(D_F)_x \left(\frac{z_{0s}}{2}\right) + (T_{s0})_x (z_{0s}) - (B)\left(\frac{\chi_{0s}}{2}\right) - (T_{s0})_z (\chi_{0s}) = 0 \quad (16b)$$

$$(D_F)_y \left(\frac{\chi_{0s}}{2}\right) + (T_{s0})_y (\chi_{0s}) - (D_F)_x \left(\frac{\gamma_{0s}}{2}\right) - (T_{s0})_x (\gamma_{0s}) = 0 \quad (16c)$$

Since all the forces considered in the problem cut line ED, equations (16) reduce from three to only two independent equations. A third independent equation, which states that line ED passes through the center of the sphere, may be written from the physical geometry of the buoy:

$$(2R_s)^2 = (x_{DB})^2 + (y_{DB})^2 + (z_{DB})^2 \quad (17)$$

Their solution is given in Appendix B.2, where equations (16a), (16b), and (17) have been used as the three independent equations. From equations (B-21), the coordinates of point D are given as:

$$x_D = x_e + x_{DB} \quad (18a)$$

$$y_D = y_e + y_{DB} \quad (18b)$$

$$z_D = z_e + z_{DB} \quad (18c)$$

where, from equations (B20), (B19a), and (B19b):

$$z_{DB} = \frac{D_s}{\sqrt{\left(\frac{c_2}{c_1}\right)^2 + \left(\frac{c_3}{c_1}\right)^2 + 1}} \quad (19a)$$

$$y_{DB} = \left(\frac{c_3}{c_1}\right)(z_{DB}) \quad (19b)$$

$$x_{DB} = \left(\frac{c_2}{c_1}\right)(z_{DB}) \quad (19c)$$

41.

The constants in the above expressions are defined from equations (B17) as follows:

$$c_1 = \left[\left(\frac{B}{2} \right) + \left(T_{BD} \right)_{\frac{x}{2}} \right] \quad (20a)$$

$$c_2 = \left[\frac{(D_F)_y}{2} + \left(T_{BD} \right)_y \right] \quad (20b)$$

$$c_3 = \left[\frac{(D_F)_x}{2} + \left(T_{BD} \right)_x \right] \quad (20c)$$

$$D_s = (2)(R_s)$$

2.3 Iterative Solution for Finding Tension at Anchor

In order to start the integration of the cable equations, the boundary conditions at the anchor must be known. Since the tension and angles at the anchor depend on the final equilibrium configuration, an iterative technique is developed modifying the methods first described by Dominguez and Filmer (29) (which are based on Skop and O'Hara's (30) method of imaginary reactions) and later used by Griffin and Swope (31).

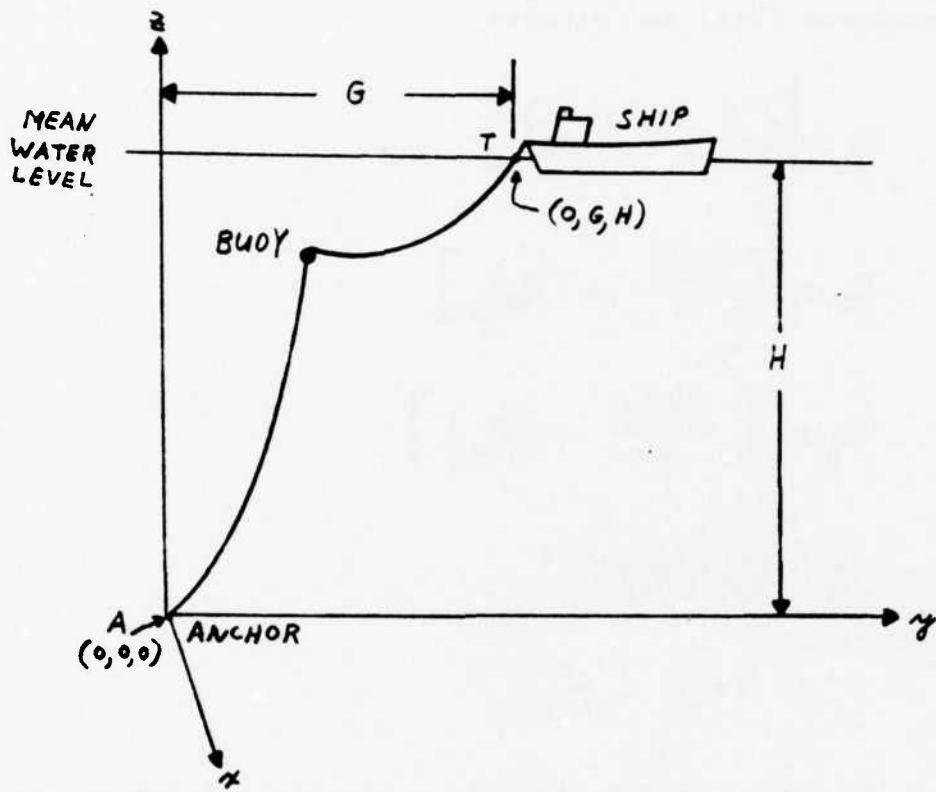


Figure 8. Inertial Coordinate System

It is seen from figure 8 that the anchor is located at $x = 0$, $y = 0$, and $z = 0$. The y axis is the horizontal projection of a straight line taken between the anchor and the first point of submergence into the water of the tether cable from the ship. The z axis is the vertical direction, and, of course, the x axis completes the right handed coordinate system. The first point of submergence into the water of the tether cable from the ship, T , is located at

$x = 0$ (due to the alignment of the y axis), $y = G$ (this will be specified), and $z = H$ (the water depth).

The procedure begins by assuming the tension vector at the anchor, \vec{T}_A , which includes a magnitude T_A and the two angles θ_A and ϕ_A . (The weight of the anchor is considered to be sufficient to prevent any movement of the anchor; that is, the anchor is assumed to be fixed.) Integration then takes place over the cable up to the first subsurface buoy (if there is one). Equilibrium requirements are satisfied here (see equations 12), and the integration continues along the cable up to the second subsurface buoy (if there is one). After equilibrium requirements again are satisfied, the integration proceeds along the tether to the ship. At the ship, the calculated values for the position of the ship are compared to the specified location of the ship on the surface. (The water depth is known and the position of the ship is specified relative to the anchor due to operational considerations.) These errors are then used in "correcting" the tension at the anchor. The process is repeated until the error reaches a suitably small value. (For the present study, a closure error of ten feet was used at the ship.) This process is described in detail as follows:

$$\Delta x_A = \frac{\delta_A}{\sqrt{E_A}} (0 - x_A) \quad (21a)$$

$$\Delta y_A = \frac{\delta_A}{\sqrt{E_A}} (G - y_A) \quad (21b)$$

$$\Delta z_A = \frac{\delta_A}{\sqrt{E_A}} (H - z_A) \quad (21c)$$

where x_A , y_A , and z_A are the calculated values for the position of the ship, and

$$E_A = (0 - x_A)^2 + (G - y_A)^2 + (H - z_A)^2 \quad (22)$$

Let δ_A be some positive number which is reduced at certain iterations so that each iteration produces a smaller closure error, until the value of E_A is less than some pre-specified value ϵ . Initially, the value of δ_A is taken to be equal to 3000 if there are no buoys in the system, the excess buoyancy of the buoy if there is one buoy, and the sum of the excess buoyancies of the buoys if there are two buoys. E_A is initially assumed to be ten times the initial value of δ_A . One can choose to reduce δ_A by a factor of two. (Convergence for this method has been indicated by

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Dominguez and Filmer (29) and Griffin and Swope (31).)

The tension at the anchor is corrected as follows:

Let the new tension be given by

$$T_{AN} = \sqrt{(T_{AN})_x^2 + (T_{AN})_y^2 + (T_{AN})_z^2} \quad (23)$$

where

$$(T_{AN})_x = (T_A)_x + \Delta x_A \quad (24a)$$

$$(T_{AN})_y = (T_A)_y + \Delta y_A \quad (24b)$$

$$(T_{AN})_z = (T_A)_z + \Delta z_A \quad (24c)$$

and, using equation (6),

$$(T_A)_x = -(T_A)(\sin \theta_A)(\cos \phi_A) \quad (25a)$$

$$(T_A)_y = (T_A)(\cos \theta_A)(\cos \phi_A) \quad (25b)$$

$$(T_A)_z = (T_A)(\sin \phi_A) \quad (25c)$$

\overrightarrow{T}_{AN} may be broken up into a magnitude and two angles as follows:

$$T_{AN} = \sqrt{(T_{AN})_x^2 + (T_{AN})_y^2 + (T_{AN})_z^2} \quad (26a)$$

$$\phi_{AN} = \tan^{-1} \left[\frac{(T_{AN})_z}{\sqrt{(T_{AN})_x^2 + (T_{AN})_y^2}} \right] \quad (26b)$$

$$\theta_{AN} = \tan^{-1} \left[\frac{-(T_{AN})_x}{(T_{AN})_y} \right] \quad (26c)$$

where T_{AN} , ϕ_{AN} , and θ_{AN} are the "improved" tension and angles.

At the N 'th iteration, E_{AN} is compared with E_{AN-1} . If $E_{AN-1} < E_{AN}$ the value of f_A is reduced (by half here), and \overrightarrow{T}_N is computed from \overrightarrow{T}_{N-1} using the new value of f_A .

The above process was the sole criterien for Dominguez and Filmer (29) and Griffin and Swepe (31) for the reduction of f_A . It was decided, however, that if a larger error could be predicted in advance, then convergence would be faster. The basic idea of this is to prevent an "over-correction" of the tension at the anchor; that is, if the N 'th iteration produced an error significantly smaller than the $(N-1)$ 'th iteration, then f_A should be reduced on the N 'th

iteration. Otherwise, too large a correction would be applied at the anchor, resulting in a larger error on the $(N+1)$ 'th iteration than on the N 'th iteration. This is accomplished by using the following scheme: Let

$$ERRR = \frac{(E_A)_{N-1}}{(E_A)_N} \quad (27)$$

where $(E_A)_{N-1}$ and $(E_A)_N$ are the errors of the $(N-1)$ 'th and N 'th iterations respectively. If $ERRR$ is greater than two, then δ_A will be reduced in the following manner:

$$(\delta_A)_N = \left(\frac{1}{2} \right) (\delta_A)_{N-1} \quad (28)$$

and $\overrightarrow{T_{AN}}$ is recomputed using $\overrightarrow{T_{AN-1}}$ and the new value of δ_A_N . One problem was encountered, however, using this second method: δ_A was sometimes reduced too quickly so that the error was unable to reach a suitably small value. (δ_A was reduced too much, resulting in the tension corrections (Δx , Δy , and Δz of equation (21)) becoming too small.) Thus, while the first method for reducing δ_A is implemented always, this second process is used only when the error is greater than 500 feet; that is, when the ship is calculated to be more than 500 feet from its specified location.

III. DYNAMIC MODEL

3.1 Cable Equations of Motion for a Lumped-Mass System

Many methods are available for analyzing the motions of a cable. The cable may be regarded as a continuum, a series of finite segments, or a series of lumped-mass (concentrated) elements. Both the finite element method and the methods that assume the cable to be continuous are numerical techniques that usually require a great amount of computer time. The lumped-mass method employed in this study to analyze the unsteady motions of a cable is Patton's⁽⁹⁾, who states that "a lumped mass analysis can offer significant savings in computational time at the expense of simulation accuracy. In general, the lumped-mass analysis will truncate the high-frequency response of the system. However, for many engineering applications, the high-frequency, low-amplitude response is not of interest, and the cable can be represented as a small number of lumped masses." A similar approach was also taken by Griffin⁽⁶⁾ in his model of a cable towed-body system.

The lumped mass models of Patton⁽⁹⁾ and Griffin⁽⁶⁾ assume that a uniform cable of length L can be broken up into n unstretched segments of length ΔL_n . Figures 9, 10, and 11 show these models for the no buoy, one buoy, and two buoy systems respectively used in this study.

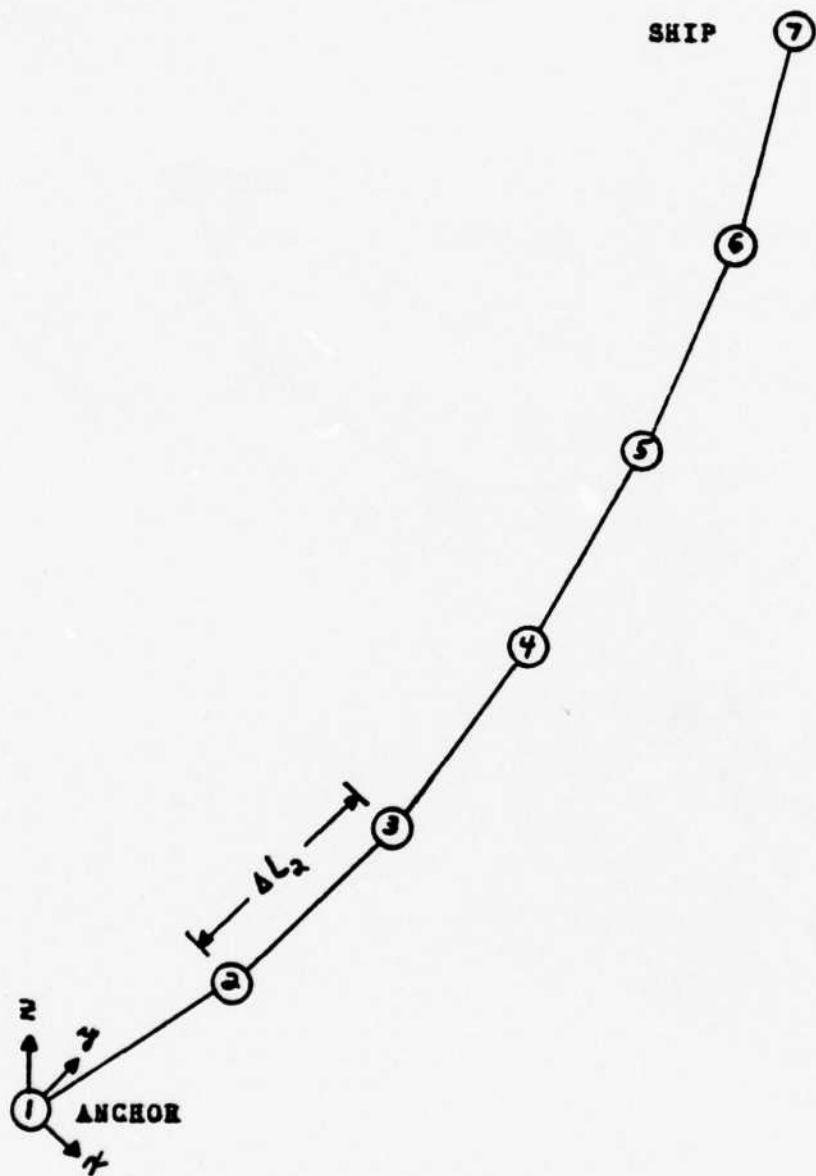


Figure 9. Lumped-Mass Cable Elements With No Buoys

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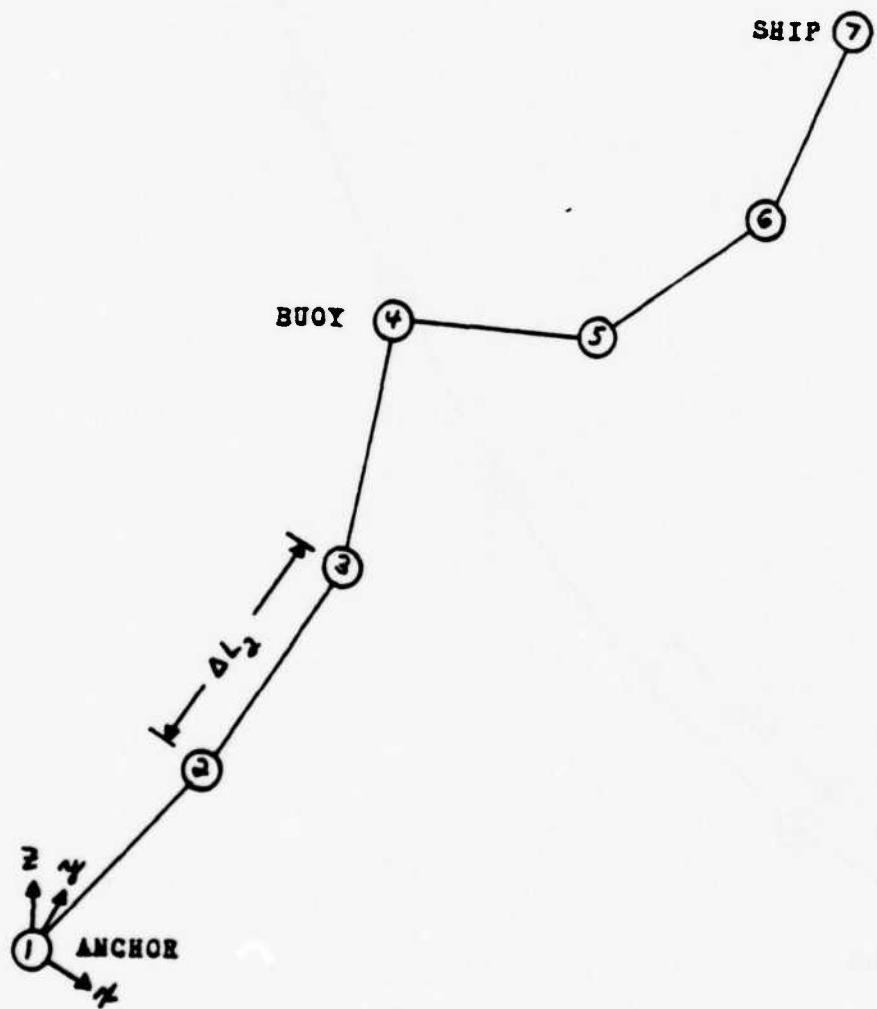


Figure 10. Lumped-Mass Cable Elements With One Buoy

51.

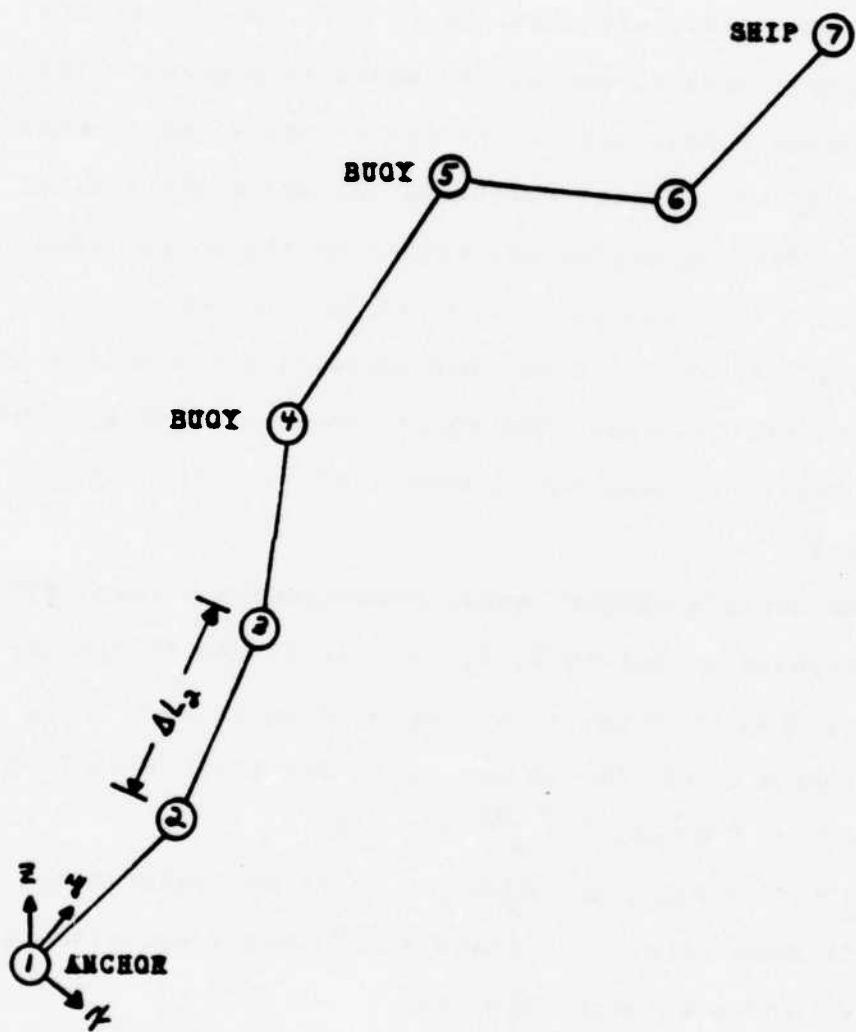


Figure 11. Lumped-Mass Cable Elements With Two Buoys

For the purposes of this study, the system is assumed to be divided up into six segments ($m = 6$), which results in seven lumped mass elements. As shown in figures 9, 10, and 11, element number one is the anchor and element number 7 is the ship. The forces acting on the cable are assumed to have no effect on either the anchor or the ship. That is, the anchor has neither accelerations nor velocities, and the ship has accelerations and velocities due solely to its wave induced motions. (The ship's motions, when attached to the system, are taken to be identical to those when it is unattached.)

If the cable's weight, mass, hydrodynamic forces, etc., are concentrated at points 2, 3, ..., 5, 6, (which are located ΔL_1 , $\Delta L_1 + \Delta L_2$, ..., $\Delta L_1 + \Delta L_2 + \dots + \Delta L_5$ from the anchor), all forces acting on the cable span from $(\Delta L_1 + \Delta L_2 + \dots + \Delta L_{n-1} + \frac{\Delta L_n}{2})$ to $(\Delta L_1 + \Delta L_2 + \dots + \Delta L_{n-1} + \frac{\Delta L_n}{2})$ will be concentrated at the n'th mass point. Cristescu's (32) cable equations are written for the n'th mass point as:

53.

$$\left(\frac{\mu_n(\alpha_0) \Delta L_n}{2} + \frac{\mu_{n-1}(\alpha_0) \Delta L_{n-1}}{2} \right) \frac{d^2 x_n}{dt^2} =$$

$$\left(\frac{\bar{X}_n \Delta L_n}{2} + \frac{\bar{X}_{n-1} \Delta L_{n-1}}{2} \right) + (\vec{T}_n \cdot \hat{i} - \vec{T}_{n-1} \cdot \hat{i}) \quad (29a)$$

$$\left(\frac{\mu_n(\alpha_0) \Delta L_n}{2} + \frac{\mu_{n-1}(\alpha_0) \Delta L_{n-1}}{2} \right) \frac{d^2 y_n}{dt^2} =$$

$$\left(\frac{\bar{Y}_n \Delta L_n}{2} + \frac{\bar{Y}_{n-1} \Delta L_{n-1}}{2} \right) + (\vec{T}_n \cdot \hat{j} - \vec{T}_{n-1} \cdot \hat{j}) \quad (29b)$$

$$\left(\frac{\mu_n(\alpha_0) \Delta L_n}{2} + \frac{\mu_{n-1}(\alpha_0) \Delta L_{n-1}}{2} \right) \frac{d^2 z}{dt^2} =$$

$$\left(\frac{\bar{Z}_n \Delta L_n}{2} + \frac{\bar{Z}_{n-1} \Delta L_{n-1}}{2} \right) + (\vec{T}_n \cdot \hat{k} - \vec{T}_{n-1} \cdot \hat{k}) \quad (29c)$$

where

$\mu_n(s_0)$ = the mass (structural) per unit length of the n'th cable segment

x_n, y_n, z_n = the inertial coordinates of the n'th mass point

t = time

$\bar{x}_n, \bar{y}_n, \bar{z}_n$ = the force components (weight, drag, and added mass forces) per unit length of the n'th cable segment

\vec{T}_n = the cable tension vector of the n'th cable segment

$\hat{i}, \hat{j}, \hat{k}$ = unit vector components

To compute forces acting on each mass element, the cable angles θ and ϕ for each element must be defined. From the geometry between the successive mass elements, we see that:

$$\theta_n = \tan^{-1} \left(\frac{-(x_{n+1} - x_n)}{(y_{n+1} - y_n)} \right) \quad (30a)$$

$$\phi_n = \tan^{-1} \left(\frac{(z_{n+1} - z_n)}{\sqrt{(x_{n+1} - x_n)^2 + (y_{n+1} - y_n)^2 + (z_{n+1} - z_n)^2}} \right) \quad (30b)$$

The stretched length between any two mass elements is computed as equal to:

$$\sqrt{(x_{n+1} - x_n)^2 + (y_{n+1} - y_n)^2 + (z_{n+1} - z_n)^2} \quad (30c)$$

Figure 12 shows the convention used for the subscripts:

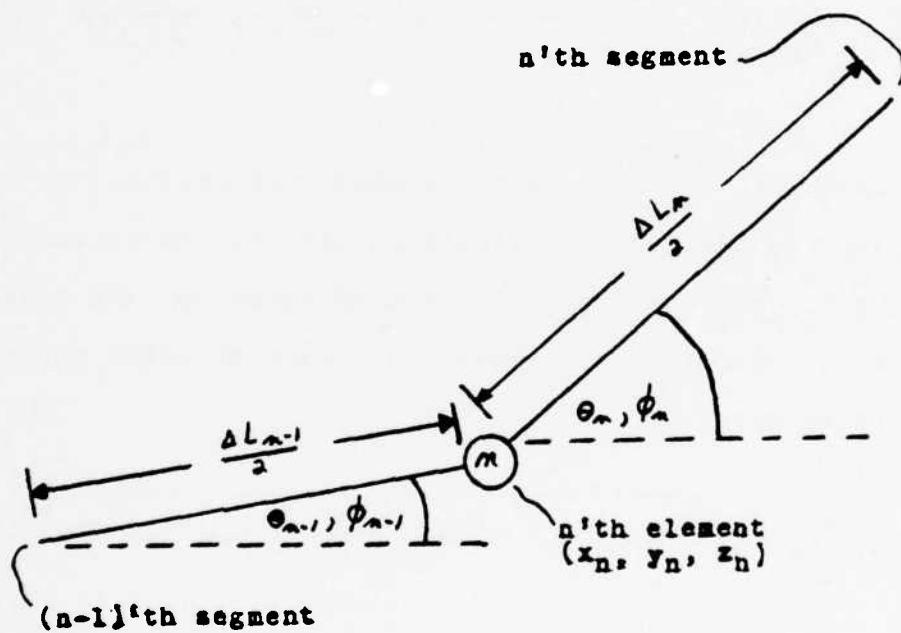


Figure 12. Subscript Convention for Lumped Mass Angles

To compute tensions between elements, the elastic properties of the cable and the cable deformation are used. That is, if the effective cable modulus is E_c and the cable element deformation is δ , then, using Hooke's Law (24), the spring constant along the cable is:

$$K_{y_n} = \frac{F_n}{\delta_n} = \frac{\left(\frac{\pi d_{sm}^2}{4}\right)(\sigma_n)}{\delta_n} = \left(\frac{\pi d_{sm}^2}{4}\right)\left(\frac{E_{c_n}}{\Delta L_n}\right) \quad (31)$$

Assuming the cable cannot support compression, it must be specified that if the difference between the stretched and the unstretched length is zero or negative, the tension is zero. Otherwise, the tension in the n'th cable segment is defined by:

$$T_{y_n} = K_{y_n} \left(\sqrt{(x_{n+1} - x_n)^2 + (y_{n+1} - y_n)^2 + (z_{n+1} - z_n)^2} - \Delta L_n \right) \quad (32)$$

The tension in the inertial coordinate system is, from equation (6):

$$T_n = \begin{bmatrix} -T_{y_n}'' \sin \theta_n \cos \phi_n \\ T_{y_n}'' \cos \theta_n \cos \phi_n \\ T_{y_n}'' \sin \phi_n \end{bmatrix} \quad (33)$$

The inertial tension components are used to compute the tension difference across the mass element given in equation (29).

Each of the forces $\bar{X}_n \Delta L_n$, $\bar{Y}_n \Delta L_n$, and $\bar{Z}_n \Delta L_n$ acting on each mass element consists of weight, viscous drag, and added mass forces. The weight force vector per unit length is, in the inertial coordinate system:

$$W_c = \begin{bmatrix} 0 \\ 0 \\ -w_c \end{bmatrix} \quad (34)$$

where w_c is, as before, the in-water weight per unit length of the cable.

The components of the ocean currents that exist are given as

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$$\begin{bmatrix} u \\ v \\ 0 \end{bmatrix} \quad (36)$$

and the velocity components of the n'th element are

$$\begin{bmatrix} \dot{x}_n \\ \dot{y}_n \\ \dot{z}_n \end{bmatrix} \quad (36)$$

then the resultant velocity of the water relative to the cable components are:

$$\begin{bmatrix} U_{rn} \\ V_{rn} \\ W_{rn} \end{bmatrix} = \begin{bmatrix} u - \dot{x}_n \\ v - \dot{y}_n \\ 0 - \dot{z}_n \end{bmatrix} \quad (37)$$

59.

For the purpose of calculating the cable drag and added mass forces, previous studies (6, 9) have used mean cable angles at the n^{th} element, defined to be:

$$\bar{\theta}_n = \frac{1}{2} (\theta_n + \theta_{n-1}) \quad (38a)$$

$$\bar{\phi}_n = \frac{1}{2} (\phi_n + \phi_{n-1}) \quad (38b)$$

Figure 13 shows such angles.

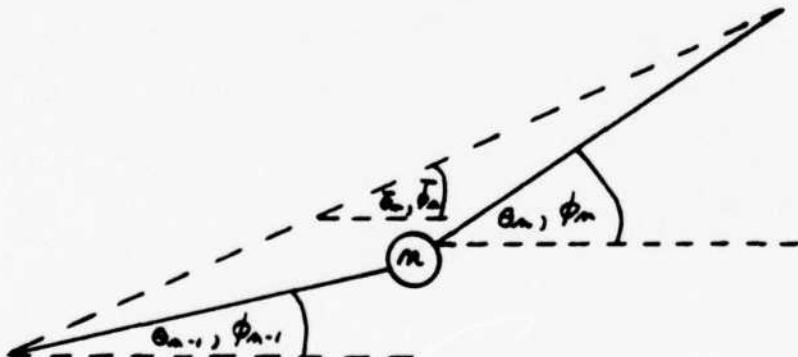


Figure 13. Mean Cable Angles

In using these mean cable angles, it was inherently assumed that the angles θ_{n-1} , θ_n , ϕ_{n-1} , and ϕ_n all lie in the same quadrant of a rectangular Cartesian coordinate system. After examining the preliminary results of the steady state model, however, it was seen that this was not often the case with the present study. Figure 14 shows one such configuration:

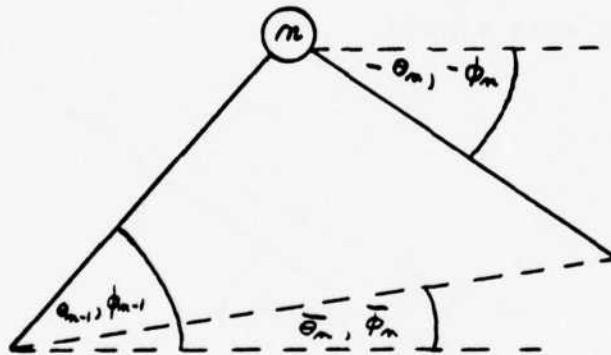


Figure 14. Possible Mean Cable Angles

It is obvious from figure 14 that the mean cable angles computed from equations (38) would yield erroneous results; thus they will not be employed. Rather, the forces considered to be acting at element n will be the summation of those acting on half of the (n-1)'th segment and half of the n'th segment.

The velocity components of the water relative to the cable, using equation (2), are transformed to cable coordinates to yield:

$$U_{R_n} = (u - \dot{x}_n)(\cos \theta_n) + (v - \dot{y}_n)(\sin \theta_n) \quad (39a)$$

$$V_{R_n} = -(u - \dot{x}_n)(\sin \theta_n \cos \phi_n) + (v - \dot{y}_n)(\cos \theta_n \cos \phi_n) + (-\dot{z}_n)(\sin \phi_n) \quad (39b)$$

$$W_{R_n} = (u - \dot{x}_n)(\sin \theta_n \sin \phi_n) - (v - \dot{y}_n)(\cos \theta_n \sin \phi_n) + (-\dot{z}_n)(\cos \phi_n) \quad (39c)$$

The drag force components per unit length are, in cable coordinates:

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$$D_{x_m''} = \frac{1}{2} \rho_w d_m c_{or} |U_{x_m''}| \quad (40a)$$

$$D_{y_m''} = \frac{1}{2} \rho_w \pi d_m c_{or} |V_{x_m''}| \quad (40b)$$

$$D_{z_m''} = \frac{1}{2} \rho_w d_m c_{or} |W_{x_m''}| \quad (40c)$$

The drag forces per unit length are then transformed back to inertial coordinates so that they will be consistent with the coordinate system used in the expressions for the other forces.

Lumping the added mass terms with the structural mass terms and transforming from cable coordinates to inertial coordinates yields the added mass matrix:

$$\begin{bmatrix} m_{x_m''} \cos \theta_m - m_{y_m''} \sin \theta_m \cos \phi_m + m_{z_m''} \sin \theta_m \sin \phi_m \\ m_{x_m''} \sin \theta_m + m_{y_m''} \cos \theta_m \cos \phi_m - m_{z_m''} \cos \theta_m \sin \phi_m \\ m_{y_m''} \sin \phi_m + m_{z_m''} \cos \phi_m \end{bmatrix} \quad (41)$$

Patton (33) gives the added mass per unit length for very long cylinders as:

$$m_{Lx_n} = \pi \rho_w \left(\frac{d_n}{2}\right)^2 \quad (42a)$$

$$m_{Ly_n} = 0 \quad (42b)$$

$$m_{Lz_n} = \pi \rho_w \left(\frac{d_n}{2}\right)^2 \quad (42c)$$

Then the different terms of the cable equations for the n'th element are as follows.

The mass and added mass terms:

$$\left\{ \begin{aligned} & [\mu_n(s_0) + m_{Lx_n} \cos \theta_n - m_{Ly_n} \sin \theta_n \cos \phi_n \\ & + m_{Lz_n} \sin \theta_n \sin \phi_n] \frac{\Delta L_n}{2} + [\mu_{n-1}(s_0) \\ & + m_{Lx_{n-1}} \cos \theta_{n-1} - m_{Ly_{n-1}} \sin \theta_{n-1} \cos \phi_{n-1} \\ & + m_{Lz_{n-1}} \sin \theta_{n-1} \sin \phi_{n-1}] \frac{\Delta L_{n-1}}{2} \end{aligned} \right\} \frac{d^2 x_n}{dt^2} \quad (43a)$$

$$\left\{ \left[\mu_n(s_0) + m_{x_m} \sin \theta_m + m_{y_m} \cos \theta_m \cos \phi_m \right. \right. \\ \left. - m_{x_{m-1}} \cos \theta_m \sin \phi_m \right] \frac{\Delta L_m}{2} + \left[\mu_{m-1}(s_0) \right. \\ \left. + m_{x_{m-1}} \sin \theta_{m-1} + m_{y_{m-1}} \cos \theta_{m-1} \cos \phi_{m-1} \right. \\ \left. \left. - m_{x_{m-1}} \cos \theta_{m-1} \sin \phi_{m-1} \right] \frac{\Delta L_{m-1}}{2} \right\} \frac{d^2 y_m}{dt^2} \quad (43b)$$

$$\left\{ \left[\mu_n(s_0) + m_{x_m} \sin \phi_m \right. \right. \\ \left. + m_{x_m} \cos \phi_m \right] \frac{\Delta L_m}{2} + \left[\mu_{m-1}(s_0) \right. \\ \left. + m_{y_{m-1}} \sin \phi_{m-1} \right. \\ \left. + m_{x_{m-1}} \cos \phi_{m-1} \right] \frac{\Delta L_{m-1}}{2} \right\} \frac{d^2 z_m}{dt^2} \quad (43c)$$

the weight terms:

(44a)

0

(44b)

0

(44c)

- m_c

the drag terms (after using equation (3) for the transformation from cable to inertial coordinates):

$$\begin{aligned}
 & [D_{x_m}'' \cos \theta_m - D_{y_m}'' \sin \theta_m \cos \phi_m \\
 & + D_{z_m}'' \sin \theta_m \sin \phi_m] \frac{\Delta L_m}{2} + [D_{x_{m-1}}'', \cos \theta_{m-1} \\
 & - D_{y_{m-1}}'', \sin \theta_{m-1}, \cos \phi_{m-1} + D_{z_{m-1}}'', \sin \theta_{m-1}, \sin \phi_{m-1}] \frac{\Delta L_{m-1}}{2} \quad (45a)
 \end{aligned}$$

$$\begin{aligned}
 & [D_{x_m}'' \sin \theta_m + D_{y_m}'' \cos \theta_m \cos \phi_m \\
 & - D_{z_m}'' \cos \theta_m \sin \phi_m] \frac{\Delta L_m}{2} + [D_{x_{m-1}}'', \sin \theta_{m-1}, \\
 & + D_{y_{m-1}}'', \cos \theta_{m-1}, \cos \phi_{m-1} - D_{z_{m-1}}'', \cos \theta_{m-1}, \sin \phi_{m-1}] \frac{\Delta L_{m-1}}{2} \quad (45b)
 \end{aligned}$$

$$\begin{aligned}
 & [D_{y_m}'' \sin \phi_m + D_{z_m}'' \cos \phi_m] \frac{\Delta L_m}{2} \\
 & + [D_{y_{m-1}}'', \sin \phi_{m-1} + D_{z_{m-1}}'', \cos \phi_{m-1}] \frac{\Delta L_{m-1}}{2} \quad (45c)
 \end{aligned}$$

and the tension terms:

$$-T_{y_m''} \sin \theta_m \cos \phi_m \quad (46a)$$

$$T_{y_m''} \cos \theta_m \cos \phi_m \quad (46b)$$

$$T_{y_m''} \sin \phi_m \quad (46c)$$

The cable equations, after substituting into (29),
are then:

$$\left\{ \begin{aligned} & [\mu_n(s_0) + m_{x_m''} \cos \theta_m - m_{y_m''} \sin \theta_m \cos \phi_m \\ & + m_{x_{m-1}''} \sin \theta_m \sin \phi_m] \frac{\Delta L_m}{2} + [\mu_{n-1}(s_0) \\ & + m_{x_{m-1}''} \cos \theta_{m-1} - m_{y_{m-1}''} \sin \theta_{m-1} \cos \phi_{m-1} \\ & + m_{x_{m-1}''} \sin \theta_{m-1} \sin \phi_{m-1}] \frac{\Delta L_{m-1}}{2} \} \frac{d^2 x_m}{dt^2} = \\ & [(D_{x_m''} \cos \theta_m - D_{y_m''} \sin \theta_m \cos \phi_m \\ & + D_{z_m''} \sin \theta_m \sin \phi_m) \frac{\Delta L_m}{2} + (D_{x_{m-1}''} \cos \theta_{m-1} \\ & - D_{y_{m-1}''} \sin \theta_{m-1} \cos \phi_{m-1} + D_{z_{m-1}''} \sin \theta_{m-1} \sin \phi_{m-1}) \frac{\Delta L_{m-1}}{2}] \\ & + (-T_{y_m''} \sin \theta_m \cos \phi_m + T_{y_{m-1}''} \sin \theta_{m-1} \cos \phi_{m-1}) \end{aligned} \right. \quad (47a)$$

$$\begin{aligned}
 & \left\{ [\mu_n(\alpha_0) + m_{x_n''} \sin \theta_n + m_{y_n''} \cos \theta_n \cos \phi_n \right. \\
 & - m_{z_n''} \cos \theta_n \sin \phi_n] \frac{\Delta L_n}{2} + [\mu_{n-1}(\alpha_0) \\
 & + m_{x_{n-1}''} \sin \theta_{n-1} + m_{y_{n-1}''} \cos \theta_{n-1} \cos \phi_{n-1} \\
 & \left. - m_{z_{n-1}''} \cos \theta_{n-1} \sin \phi_{n-1}] \frac{\Delta L_{n-1}}{2} \right\} \frac{d^2 y_n}{dt^2} = \\
 & [(D_{x_n''} \sin \theta_n + D_{y_n''} \cos \theta_n \cos \phi_n \\
 & - D_{z_n''} \cos \theta_n \sin \phi_n) \frac{\Delta L_n}{2} + (D_{x_{n-1}''} \sin \theta_{n-1} \\
 & + D_{y_{n-1}''} \cos \theta_{n-1} \cos \phi_{n-1} - D_{z_{n-1}''} \cos \theta_{n-1} \sin \phi_{n-1}) \frac{\Delta L_{n-1}}{2}] \\
 & + (T_{y_n''} \cos \theta_n \cos \phi_n - T_{y_{n-1}''} \cos \theta_{n-1} \cos \phi_{n-1}) \quad (47b)
 \end{aligned}$$

$$\begin{aligned}
 & \left\{ [\mu_n(\alpha_0) + m_{x_n''} \sin \phi_n + m_{y_n''} \cos \phi_n] \frac{\Delta L_n}{2} \right. \\
 & + [\mu_{n-1}(\alpha_0) + m_{x_{n-1}''} \sin \phi_{n-1} + m_{y_{n-1}''} \cos \phi_{n-1}] \frac{\Delta L_{n-1}}{2} \left. \right\} \frac{d^2 z_n}{dt^2} = \\
 & [-(\omega_c) \left(\frac{\Delta L_n}{2} \right) + (\omega_c) \left(\frac{\Delta L_{n-1}}{2} \right)] + [(D_{y_n''} \sin \phi_n + D_{z_n''} \cos \phi_n) \frac{\Delta L_n}{2} \\
 & + (D_{y_{n-1}''} \sin \phi_{n-1} + D_{z_{n-1}''} \cos \phi_{n-1}) \frac{\Delta L_{n-1}}{2}] \\
 & + (T_{y_n''} \sin \phi_n - T_{y_{n-1}''} \sin \phi_{n-1}) \quad (47c)
 \end{aligned}$$

The auxiliary relations are:

$$\theta_m = \tan^{-1} \left[\frac{-(x_{m+1} - x_m)}{(y_{m+1} - y_m)} \right] \quad (48a)$$

$$\phi_m = \tan^{-1} \left[\frac{(z_{m+1} - z_m)}{\sqrt{(x_{m+1} - x_m)^2 + (y_{m+1} - y_m)^2 + (z_{m+1} - z_m)^2}} \right] \quad (48b)$$

~~$$T_{y_m''} = K_{y_m} (\sqrt{(x_{m+1} - x_m)^2 + (y_{m+1} - y_m)^2 + (z_{m+1} - z_m)^2} - \Delta L_m) \quad (48c)$$~~

$$K_{y_m''} = \left(\frac{\pi d_{3m}^2}{4} \right) \left(\frac{E_{cm}}{\Delta L_m} \right) \quad (48d)$$

3.2 Subsurface Buoy Dynamics

The forces acting on the subsurface buoy are

- a. an external gravitational force,
- b. hydrostatic forces,
- c. hydrodynamic forces (drag and added mass), and
- d. cable tensions

Using Newton's Second Law, (34) the equations of motion for the subsurface buoy can be developed. In matrix form, the equations of motion are:

$$\mathbf{M} \ddot{\mathbf{Q}} = \mathbf{M} \mathbf{G} - \mathbf{B} - \mathbf{H} - \mathbf{T} \quad (49a)$$

or

$$\mathbf{M} \ddot{\mathbf{Q}} = \mathbf{W} - \mathbf{H} - \mathbf{T} \quad (49b)$$

where

\mathbf{M} = the structural mass matrix

$\ddot{\mathbf{Q}}$ = the acceleration vector

\mathbf{G} = the gravitational vector

\mathbf{B} = the hydrostatic force vector

\mathbf{H} = the hydrodynamic force vector

\mathbf{T} = the cable tension vector

\mathbf{W} = the body weight in water vector

The structural mass matrix can be written as:

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$$M = \begin{bmatrix} m & 0 & 0 \\ 0 & m & 0 \\ 0 & 0 & m \end{bmatrix} \quad (50)$$

where m is the mass of the buoy.

The acceleration vector is:

$$\ddot{Q} = \begin{bmatrix} \ddot{x}_c \\ \ddot{y}_c \\ \ddot{z}_c \end{bmatrix} \quad (51)$$

where x_c , y_c , and z_c are the x , y , and z coordinates of the center of the buoy.

The in water weight vector is:

$$W = \begin{bmatrix} 0 \\ 0 \\ -w_l \end{bmatrix} \quad (52)$$

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(Note that $(-\omega_b)$ will be positive for a positively buoyant buoy.)

The tension vector is:

$$T = \begin{bmatrix} -T_s \sin \theta_s \cos \phi_s + T_R \sin \theta_R \cos \phi_R \\ T_s \cos \theta_s \cos \phi_s - T_R \cos \theta_R \cos \phi_R \\ T_s \sin \phi_s - T_R \sin \phi_R \end{bmatrix} \quad (53)$$

where T_s and T_R are the tension magnitudes of the cable segments above and below the buoy respectively (see equation (32)), and θ_s , ϕ_s , θ_R , and ϕ_R are the horizontal and vertical angles of these segments as defined in equation (30).

The hydrodynamic forces acting upon the buoy are caused by the motion of the body in the fluid. These forces are considered to be inertial (added mass) and dissipative. Dissipative forces caused by viscosity will be discussed as separate force components, as will the inertial forces caused by buoy motion.

The added mass matrix is established as follows, where the off-diagonal terms have been taken to be zero due to the

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symmetry of the buoy:

$$M_h = \begin{bmatrix} m_{hx} & 0 & 0 \\ 0 & m_{hy} & 0 \\ 0 & 0 & m_{hz} \end{bmatrix} \quad (54)$$

Patton (33) gives the hydrodynamic mass for a sphere of radius R_s as:

$$m_{hx} = \frac{2}{3} \pi \rho_w (R_s)^2 \quad (55a)$$

$$m_{hy} = \frac{2}{3} \pi \rho_w (R_s)^2 \quad (55b)$$

$$m_{hz} = \frac{2}{3} \pi \rho_w (R_s)^2 \quad (55c)$$

The viscous force matrix may be given as:

$$D = \begin{bmatrix} D_{sx} \\ D_{sy} \\ D_{sz} \end{bmatrix} \quad (56)$$

or

$$\mathbf{D} = \begin{bmatrix} \frac{1}{2} \rho_w C_{DS} (\pi R_s^3) (U_{RN}) (|U_{RN}|) \\ \frac{1}{2} \rho_w C_{DS} (\pi R_s^3) (V_{RN}) (|V_{RN}|) \\ \frac{1}{2} \rho_w C_{DS} (\pi R_s^3) (W_{RN}) (|W_{RN}|) \end{bmatrix} \quad (57)$$

Hydrodynamic forces are computed by considering water mass movements relative to the body. Assume that the buoy is deep enough so it is not influenced by surface waves and that the water mass movement is some steady flow resulting from steady ocean currents. Then the relative acceleration of the water mass surrounding the buoy is given in equation (51) as:

$$\ddot{\mathbf{Q}} = \begin{bmatrix} \ddot{x}_c \\ \ddot{y}_c \\ \ddot{z}_c \end{bmatrix} \quad (58)$$

The velocity vector of the body relative to the water mass is defined in equation (37) to be:

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$$\dot{Q} = \begin{bmatrix} U_{RN} \\ V_{RN} \\ W_{RN} \end{bmatrix} \quad (59)$$

The equations of motion for the buoy can be summarized as:

$$M \ddot{Q} = W - H - T \quad (60)$$

Substituting for the hydrodynamic forces

$$H = M_x \ddot{Q} + D \quad (61)$$

yields

$$M \ddot{Q} = W - M_x \ddot{Q} - D - T \quad (62)$$

which simplifies to

$$(M + M_f) \ddot{Q} = W - D - T \quad (63)$$

with all the coefficients as previously discussed.

The inertial term becomes:

$$\begin{bmatrix} (m + m_{lx}) \ddot{x}_c \\ (m + m_{ly}) \ddot{y}_c \\ (m + m_{lz}) \ddot{z}_c \end{bmatrix} \quad (64)$$

The viscous force term is:

$$\begin{bmatrix} D_{sx} \\ D_{sy} \\ D_{sz} \end{bmatrix} \quad (65)$$

The weight term becomes:

$$\begin{bmatrix} 0 \\ 0 \\ -W_b \end{bmatrix} \quad (66)$$

The tension term is:

$$\left[\begin{array}{l} -T_s \sin \theta_s \cos \phi_s + T_R \sin \theta_R \cos \phi_R \\ T_s \cos \theta_s \cos \phi_s - T_R \cos \theta_R \cos \phi_R \\ T_s \sin \phi_s - T_R \sin \phi_R \end{array} \right] \quad (67)$$

As was shown in figures 10 and 11, a buoy is located at the exact position of one of the cable mass elements. Thus, the equilibrium equations for the buoy will not be solved explicitly, but rather the inertial, viscous, and weight terms of equations (64), (65), and (66) respectively will be added to the inertial, viscous, and weight terms of the cable element of equations (43), (45), and (44) respectively for the appropriate lumped mass. This will give one set of equations for the element, with the forces acting on the cable and buoy lumped together for the solution.

3.3 Ship Motions

In order to determine the ship motions resulting from waves, M.I.T.'s five degrees of freedom seakeeping program (35) (surge neglected) was used. This program is based upon the theory developed by Salvesen, (36) and employs the section transformations used by Loukakis. (37) Appendix D gives a detailed description of the ship used in the present

study.

The ship positions are given in the inertial coordinate system centered at the anchor as follows:

$$x_1 = \sum_{i=0}^{100} S_{hx_i} \sin(w_i t + \epsilon_{x_i}) \quad (68a)$$

$$y_1 = G \quad (68b)$$

$$z_1 = H + \sum_{i=0}^{100} S_{hz_i} \sin(w_i t + \epsilon_{z_i}) \quad (68c)$$

where

S_{hx_1} , S_{hz_1} = amplitude of lateral and vertical motion of ship's point of attachment to cable

w_i = the wave frequency

ϵ_{x_1} , ϵ_{z_1} = the phase angles

Velocities at the ship are found by differentiation of equations (68) with respect to time:

$$\dot{x}_1 = \sum_{i=0}^{100} S_{hx_i} w_i \cos(w_i t + \epsilon_{x_i}) \quad (69a)$$

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$$\dot{z}_j = 0 \quad (69b)$$

$$\dot{z}_j = \sum_{i=0}^{100} S_{h_{z_i}} w_i \cos(w_i t + \varepsilon_{z_i}) \quad (69c)$$

Accelerations at the ship may be obtained by differentiating the velocities of equations (69) with respect to time:

$$\ddot{z}_j = - \sum_{i=0}^{100} S_{h_{x_i}} w_i^2 \sin(w_i t + \varepsilon_{x_i}) \quad (70a)$$

$$\ddot{z}_j = 0 \quad (70b)$$

$$\ddot{z}_j = - \sum_{i=0}^{100} S_{h_{z_i}} w_i^2 \sin(w_i t + \varepsilon_{z_i}) \quad (70c)$$

In order to calculate $S_{h_{x_1}}$, ε_{x_1} , $S_{h_{z_1}}$, and ε_{z_1} , the following method was used:

First, the spectra of the vertical motion and lateral motion of the point of interest for each sea state examined was calculated and punched out on cards. These calculations

were performed at selected frequencies so as to have complete coverage of the spectrum of interest. The computations were performed by a modified version of M.I.T.'s seakeeping program. (35)

Second, each spectrum was transformed into a time series by selecting frequencies such that

$$\omega_i = a(i-1)^3 + \omega_{\min} \quad i=1, 2, \dots, n, n+1$$

where

$$a = \frac{(\omega_{\max} - \omega_{\min})}{n^3}$$

n = number of subdivisions

ω_{\min} = minimum ω of spectrum definition

ω_{\max} = maximum ω of spectrum definition

Each element of the time series was of the form:

$$A_i = \sin(\omega_i t + \epsilon_{z_i})$$

where

$$A_i = \sqrt{(2 * \text{spectral ordinate}_{i+1} * (\omega_{i+1} - \omega_i))}$$

t = time

ϵ_{z_i} = phase angle generated randomly

The complete time series was of the form:

$$\sum_{i=1}^{m+1} A_i \sin(\omega_i t + \epsilon_{z_i})$$

Finally, the relation between ϵ_{x_1} and ϵ_{z_1} was determined using the regular wave results of the vertical and lateral motion.

Appendix F lists the values of ω_1 , $s_{h_{x_1}}$, ϵ_{x_1} , $s_{h_{z_1}}$, and ϵ_{z_1} for each of the ship headings. (Chapter 4 describes the three ship headings and the particular sea state used for the calculations made in this study.)

3.4 Numerical Solution of Equations for Lumped-Mass System

The lumped-mass system has been assumed to consist of seven lumped-masses. (The anchor is element number one; the ship is element number seven.) At each element, three non-linear second order differential equations may be written. This yields twenty one second order equations to describe the system.

In order to solve these equations, the fourth-order Runge-Kutta method (25) used in section 2.1 is again applied.

The inertial coordinates of each element in the steady state model are used as the initial conditions (time = 0) for the dynamic model. The anchor is always located at the origin of the coordinate system; velocities and accelerations at this point are thus always zero. The location, velocity, and acceleration of the ship are given by equations (68), (69), and (70) respectively. Locations, velocities, and accelerations of the other elements are calculated from equations (47), (48), (64), (65), and (66).

As noted by Patton, (9) the system's highest natural frequency is, in general, in the axial mode and along the strength member of the cable. An estimate of this value may be given by:

$$f_x = \frac{1}{2\pi} \sqrt{\left(\frac{2E_{c_n} A_n}{\mu_n L_n} \right)} \quad (71)$$

where

$E_{c_n} A_n$ = the product of the strength member's effective elastic modulus and effective cross-sectional area (see figure 1),

μ_n = the cable's mass per unit length,

L_n = the unstretched length of cable between two successive mass elements.

After the highest natural frequency has been computed, the integration step size in the time domain should be approxi-

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mately 1/20 of the shortest period, i.e., to insure numerical stability:

$$b = 0.05 \left(\frac{1}{T_h} \right) \quad (72)$$

IV. RESULTS

Computations made through the implementation of the computer program described in this study may be used to design particular cable-buoy-ship systems. The system of interest here is subjected to certain operational constraints and design requirements, which are given below. This does not imply that the simulation is constrained, but rather, for this example, just certain physical parameters are constrained.

Some parameters of the system components, such as cable properties, are fixed because they had been previously specified in the original design of the entire system. Others, such as the current profile, are considered to represent the "worst case condition" for the operating area of interest. These invariant system parameters are presented in Table I,* where the terms used are defined in section C.5 of Appendix C.

The following constraints on the behavior of the system modeled have been imposed:

* Tables 1-5 and figures 15-34 are presented at the end of this chapter.

- a. the steady state tension at the anchor must not exceed 1000 pounds,
- b. the maximum steady state tension at any point along the cable must not exceed 5000 pounds,
- c. the depth of the buoy or buoys must be minimized so that the buoys may be constructed out of inexpensive materials,
- d. the number of buoys used in the system must be minimized for greater ease in handling and reduced costs,
- e. the ship must be able to operate at horizontal ranges varying from 4000 feet to 12,000 feet from the anchor, and
- f. sufficient decoupling of the wave-induced motions of the ship from the cable must take place up to and including sea state four.

(Note the magnitude of the tension at the anchor is not checked for the dynamic case because element number one is too long, about 5500 feet in this case.)

It should be noted these constraints are not necessary for other moored systems. Suppose, for example, that the following process is employed for the cable-buoy-anchor deployment. The system is layed out in a line on the ocean surface, anchor first, with appropriate buoyancy added to the anchor to keep it afloat. After the entire system has been layed out, the extra buoyancy at the anchor is jettisoned, and the system is allowed to free-fall to the bottom. If the cable is very long and is negatively buoyant, then problems may be encountered while it is being deployed on

the surface if there is only one buoy. With one buoy, the system would assume a "W" shape. If more buoys were added, however, the deep catenaries would be minimized and the cable would assume more of a straight line configuration on or near the surface. Thus, for this type of system, requirement (d) would have to be modified.

Previous experience (38) has indicated that the bulk of the design of systems similar to the one being considered in the present study can be made primarily from detailed and numerous steady state calculations. After the system has been selected, however, its dynamic behavior must be checked. This plan has been followed here. Cases 1 to 11 are steady state simulations only; cases 12 to 14 are dynamic simulations. Table 2 summarizes which system parameters were varied for each case. (The terms used in table 2 are defined in section C.5 of Appendix C.) Figures 15 through 25 show three dimensional plots of the configurations of cases 1 to 11 respectively.

Cases 1 to 5 vary the horizontal distance between the anchor and the ship from 4000 feet to 12,000 feet. The significant results are presented in tables 3, 4, and 6, where T , Θ , and ϕ are defined in section 2.1, and the coordinates x_g , y_g , and z_g and the subscripts BR and BD are defined in figure 7 of section 2.2.1. It can be seen that the highest

tension at the anchor, the maximum tension (which is always T_{B2} of the first buoy), and the largest buoy depth all occur when the ship is 12,000 feet from the anchor (case 5). Thus, since this appears to be a "worst case" condition, subsequent cases assume this value to be fixed.

Cases 6 to 8 examine the effects of varying the excess buoyancy of the single buoy configuration; cases 9 to 11 divide the one buoy into two buoys such that the sum of the excess buoyancies of the two buoys of cases 9, 10, and 11 is identical to that of the one buoy of cases 6, 7, and 8 respectively. Maximum tensions are acceptable for all the cases. The tension at the anchor is above the 1000 pound limit for cases 8 and 11. Comparable cases indicate that the anchor tension is slightly lower for the two buoy cases compared to the one buoy cases. The buoy depth for the second buoy (buoy closest to the ship) in cases 9 and 10 is deeper than that of the single buoy of cases 6 and 7 respectively. (Even if the lower buoy of cases 9 or 10 were moved up the cable, the second buoy would always be deeper than the one of cases 6 or 7 until it reached the second buoy, at which point cases 9 and 10 would reduce to cases 6 and 7 respectively.)

Thus, the only advantage of the two buoy configuration is a slight reduction of tension at the anchor. It was

decided by Brown and Griffin⁽³⁸⁾ that this benefit was not enough to justify adding complexity to the system, since there would be a second buoy. By increasing the cost of the buoys, there would not only be two of them, but also they would have to be constructed out of more expensive materials.

A choice then had to be made between the lower anchor tension of case 6 and the shallower buoy depth of case 7. Since the buoy of case 6 was over 500 feet deeper than that of case 7, and since the anchor tension of case 7 was in the acceptable range, case 7 was chosen as the optimal compromise system. This configuration satisfied the first five specifications mentioned earlier; the sixth and final requirement will now be checked.

The ship is assumed to be influenced by fully developed seas driven by 20 knot winds (significant wave height of 8 feet, sea state four), which is expected to be the worst conditions encountered during operations. (If conditions worsen, operations are ceased for this particular system.) Case 12 assumes beam seas, case 14 assumes head seas, and case 13 assumes a heading of 135° (bow quartering seas) in between cases 12 and 14.

Figures 26, 27, and 28 plot the lateral and vertical motions of the bow of the ship at the point of the cable attachment versus time for each case. Only a 50 second inter-

val of the 2000 second simulation is shown here. Figures 29, 30, and 31 show the tension in segment number one (the anchor) and the tension in segment number six (the ship) as functions of time for each case. (See figure 10 for a sketch of this system.) Figures 32, 33, and 34 plot the tension in segment number three (just below the buoy) and the tension in segment number four (just above the buoy) versus time for each case.

Figures 26, 27, and 28 compare the ship's response in lateral and vertical motions for the identical sea state for three different ship headings. It is seen that the ship is stimulated most in case 13 (heading halfway between beam and head seas). Thus, one would expect that the tensions encountered in the system would be worst for this case. (This assumption will now be checked.)

In examining figures 29, 30, and 31 it can be seen that the above assumption holds: case 13 does show the largest tension variations at the ship. Tensions at the anchor, however, are similar for cases 13 and 14. Therefore, case 14 must also be carefully looked at.

The purpose of this study is to decouple the cable motions of the section below the buoy from the wave-induced motions of the upper section. Figures 32, 33, and 34 can be used to see how effective this decoupling mechanism is. It

is clear from these plots that this system does indeed fulfill this requirement. While large variations are seen in segment number 4, much smaller variations in tension are seen in segment number 3. (The behavior of segment three is typical of those below the buoy; the behavior of segment four is typical of those above the buoy.)

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TABLE

EAD	=	2.309×10^6
EFG	=	2.309×10^6
EGT	=	2.309×10^6
WAD	=	0.145
WFG	=	0.145
WGT	=	0.145
DAD	=	1.950
DEG	=	1.950
DGT	=	1.950
DSAD	=	0.622
DSEG	=	0.622
DSGT	=	0.622

CURRENT

H	=	17,700
CX	=	0.5
D	=	300
CY	=	0.3
CB	=	0
THRC	=	270

Table 1. Invariant System Parameters

Table 2. Variable System Parameters

CASE NO.	BUOY PARAMETERS				CABLE PARAMETERS				SHIP PARAMETERS	
	I_BUOY	PA	BB	PB	SAD	SEG	SOT	O	BETA	
1	1	3100	26		16,700	6300		4000		
2	1	3100	26		16,700	6300		6000		
3	1	3100	26		16,700	6300		8000		
4	1	3100	26		16,700	6300		10,000		
5	1	3100	26		16,700	6300		12,000		
6	1	2700	26		16,700	6300		12,000		
7	1	3100	26		16,700	6300		12,000		
8	1	3600	26		16,700	6300		12,000		
9	2	1360	32	1360	26	8360	8340	6300	12,000	
10	2	1660	32	1660	26	8360	8340	6300	12,000	
11	2	1760	32	1760	26	8360	8340	6300	12,000	
12	1	3100	26		16,700	6300		12,000		90
13	1	3100	26		16,700	6300		12,000		136
14	1	3100	26		16,700	6300		12,000		180

CASE NO.	FIRST BUOY						Θ_{BD}	ϕ_{BD}
	T	Θ	ϕ	T _{BR}	Θ_{sc}	ϕ_{sc}		
1	361	-57.1	69.9	2739	-2.3	87.6	37.8	-0.9
2	395	-42.9	65.9	2757	1.8	86.1	39.6	2.6
3	469	-29.4	60.1	2796	3.3	84.1	42.9	3.8
4	610	-16.5	44.4	2819	3.3	81.4	60.1	3.6
5	914	-10.0	40.5	3091	2.4	77.0	70.0	2.6
6	686	-10.6	21.2	2687	3.6	78.3	54.9	3.8
7	914	-10.0	40.5	3091	2.4	77.0	70.0	2.6
8	1331	-8.9	49.7	3640	1.7	76.9	86.3	1.9
9	381	-16.1	29.6	1436	-12.0	76.7	33.4	-11.9
10	697	-14.9	61.9	1810	-12.1	76.3	47.7	-12.1
11	1090	-13.6	60.4	2223	-11.2	76.0	67.4	-11.2

Table 3. Steady State Tensions and Angles at Anchor and First Buoy

CASE NO.	SECOND BUOY					SHIP			
	T _{BR}	θ _{BR}	φ _{BR}	T _{BD}	θ _{BD}	φ _{BD}	T	θ	φ
1							666	60.6	72.4
2							690	49.3	68.1
3							668	39.3	62.4
4							787	29.7	66.0
5							1079	20.0	49.7
6							1004	24.4	66.7
7							1079	20.0	49.7
8							1208	16.6	44.6
9	1300	7.6	76.3	344	7.8	-16.7	882	36.4	66.6
10	1481	5.0	73.2	449	5.2	-17.2	890	30.0	60.4
11	1703	3.3	71.6	663	3.6	-14.0	946	24.8	65.0

Table 4. Steady State Tensions and Angles at Second Buoy and Ship

CASE NO.	FIRST BUOY			SECOND BUOY				
	X _B	Y _B	Z _B	DEPTH	X _B	Y _B	Z _B	DEPTH
1	1936	1409	16,467	1243				
2	1861	2319	16,340	1360				
3	1668	3614	16,102	1598				
4	1366	4938	16,704	1996				
5	938	6666	16,075	2625				
6	1074	7065	14,642	3168				
7	938	6666	16,075	2625				
8	191	6440	16,305	2395				
9	829	3668	7298	10,402	1423	7862	13,979	3726
10	778	3040	7703	9997	1296	7265	14,645	3066
11	646	2781	7862	9848	1123	6902	14,971	2729

Table 6. Positions of First Buoy and Second Buoy

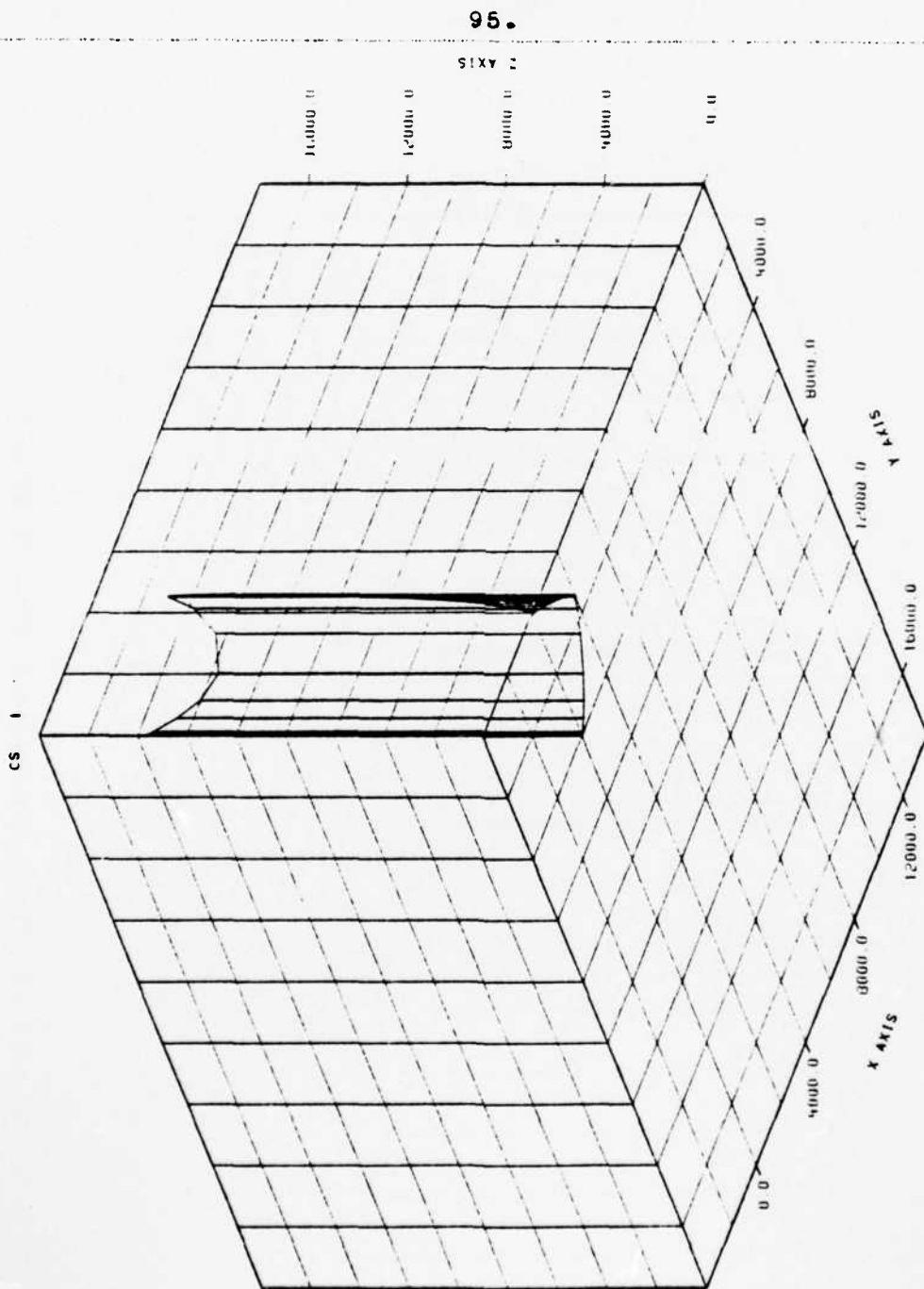


Figure 16. Three Dimensional Plot of Case 1

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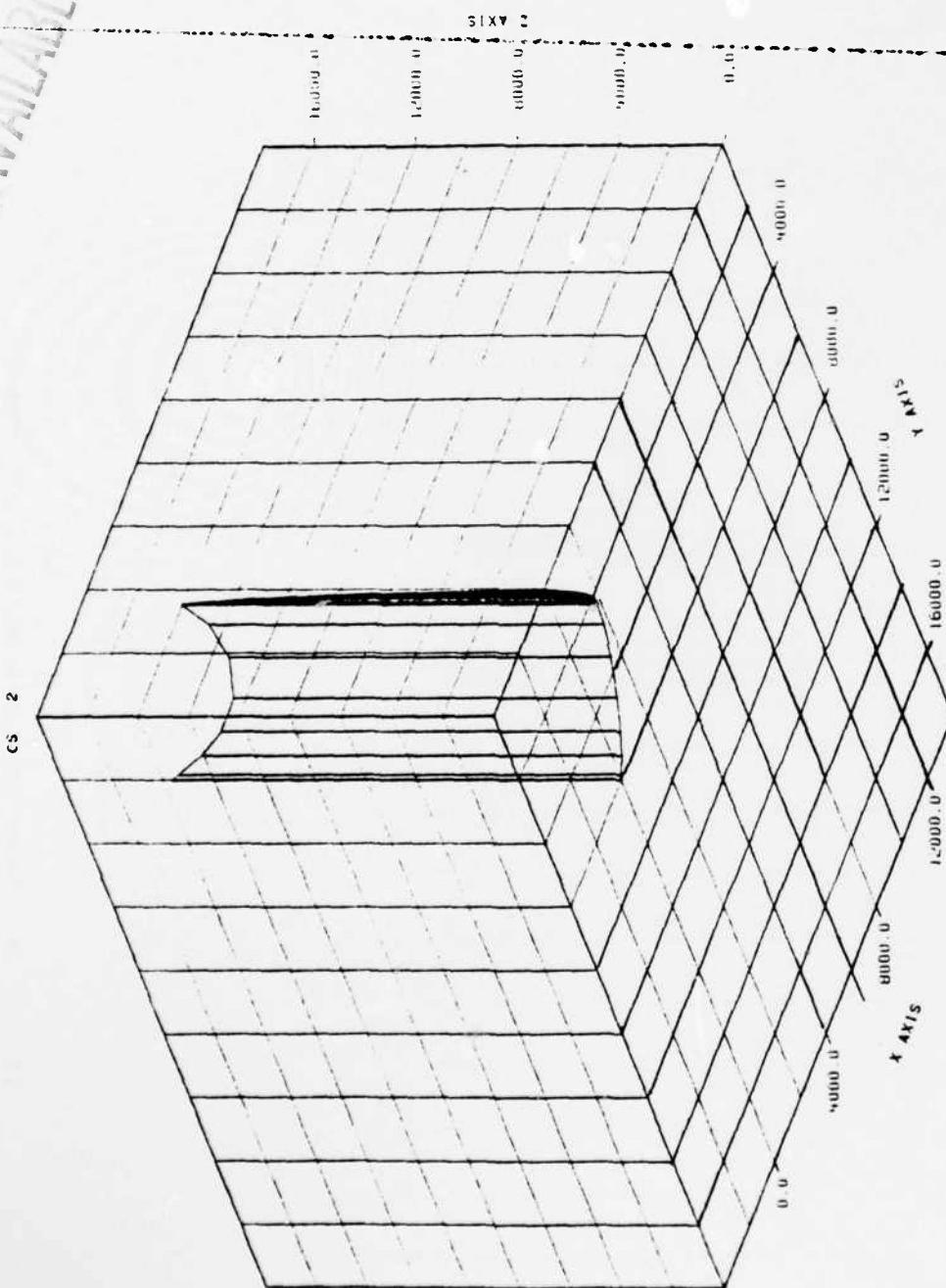


Figure 16. Three Dimensional Plot of Case 2

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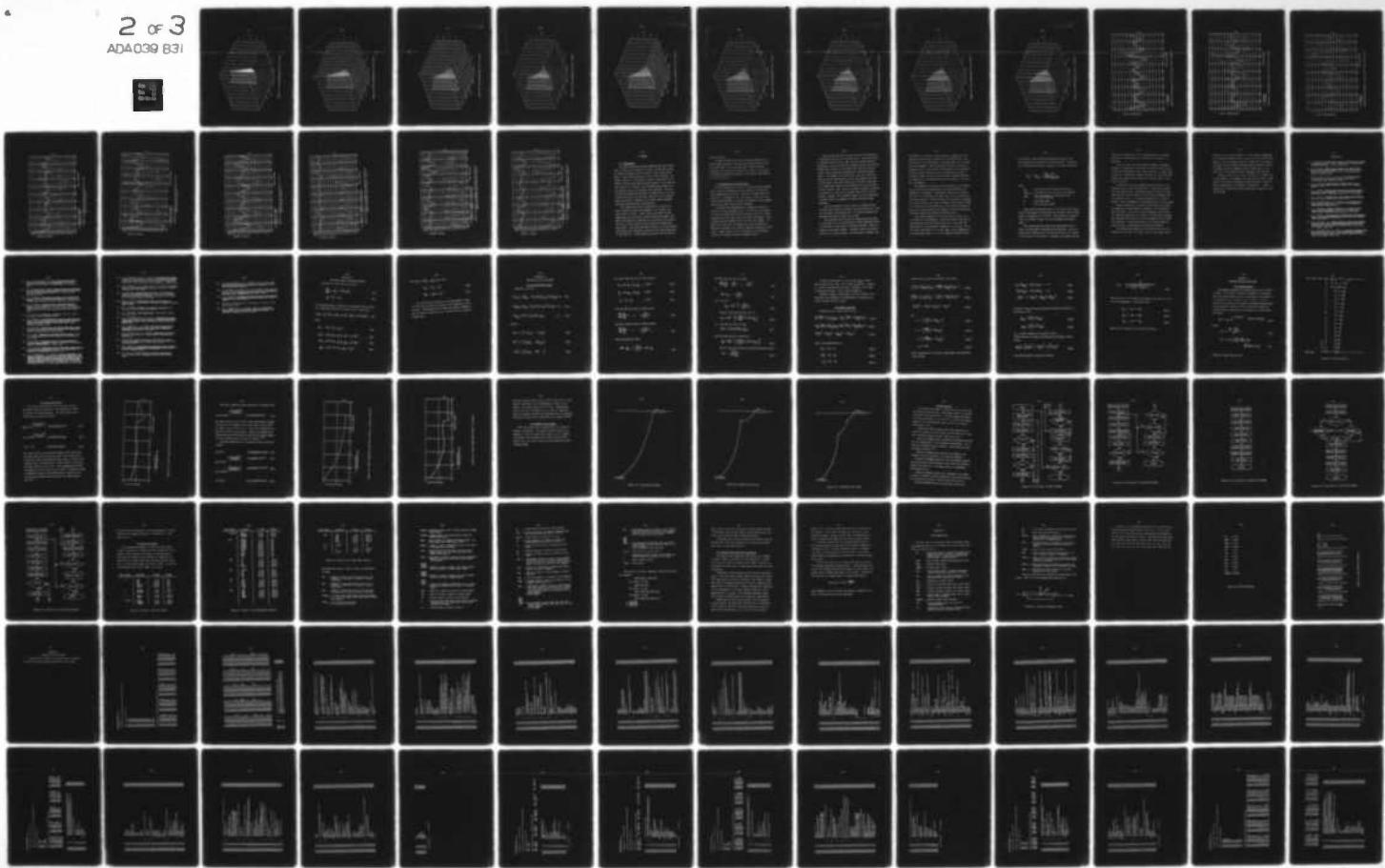
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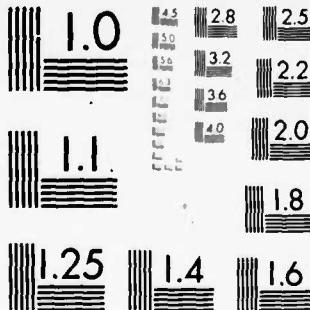
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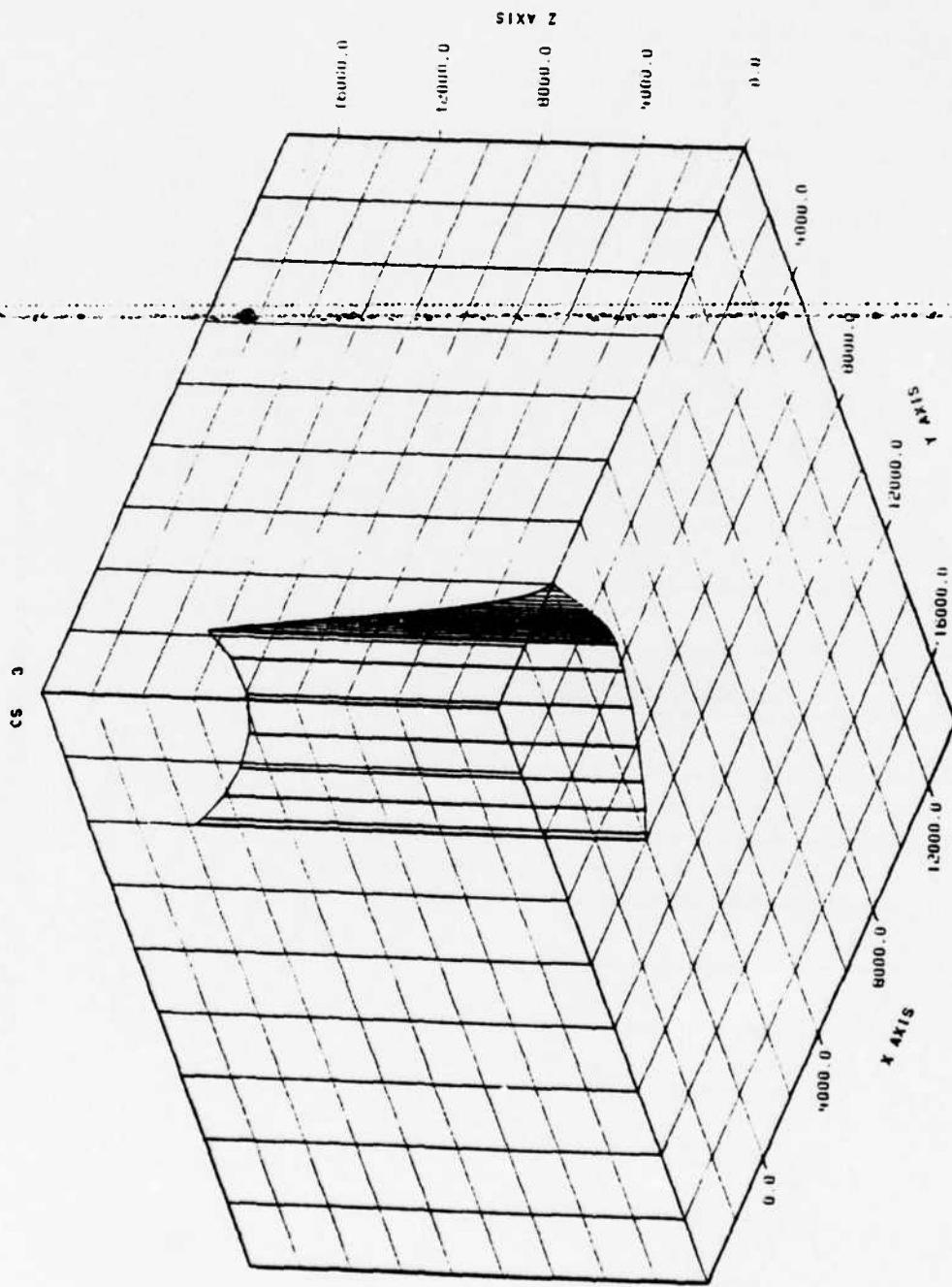


Figure 17. Three Dimensional Plot of Case 3

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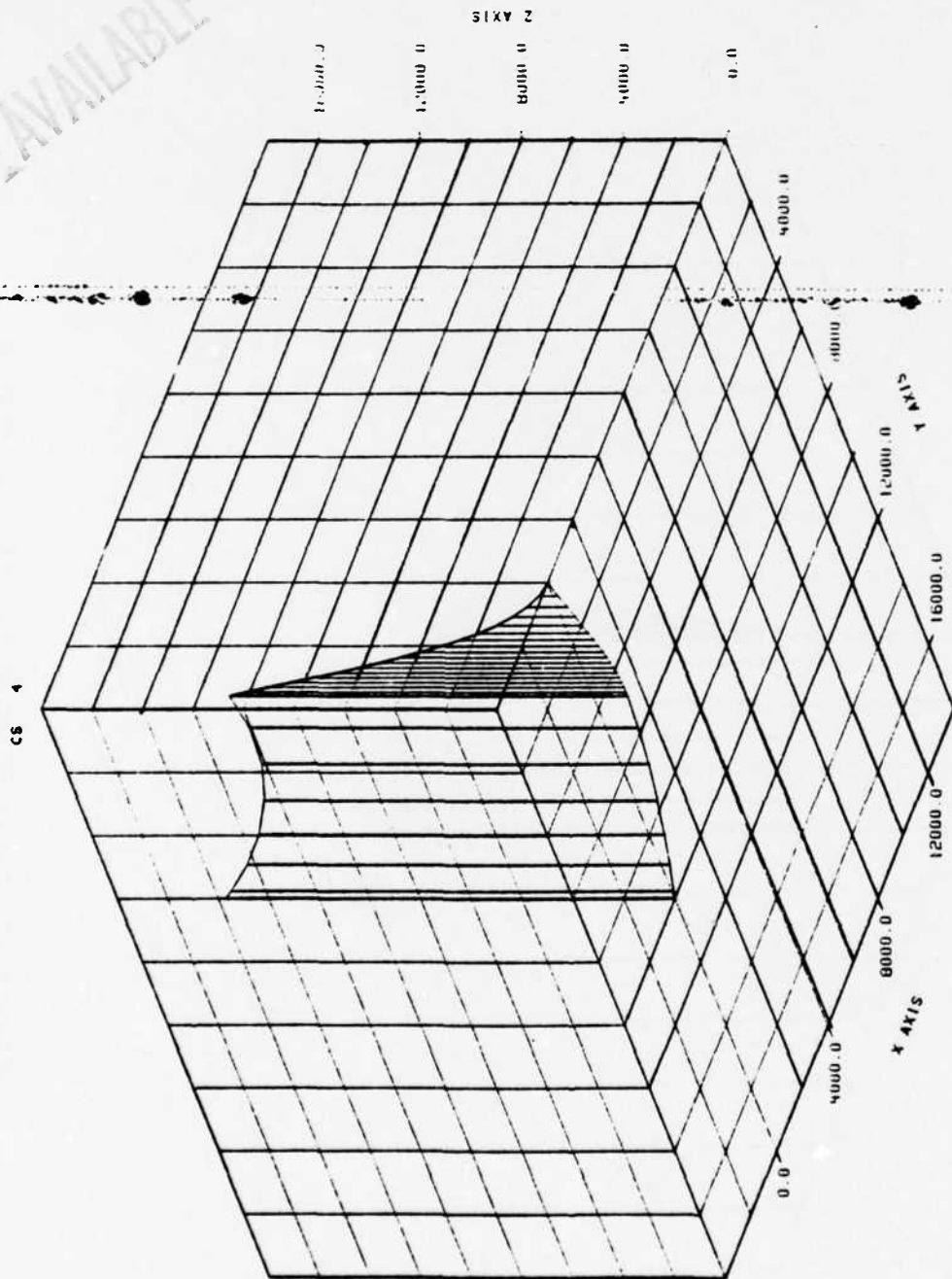


Figure 18. Three Dimensional Plot of Case 4

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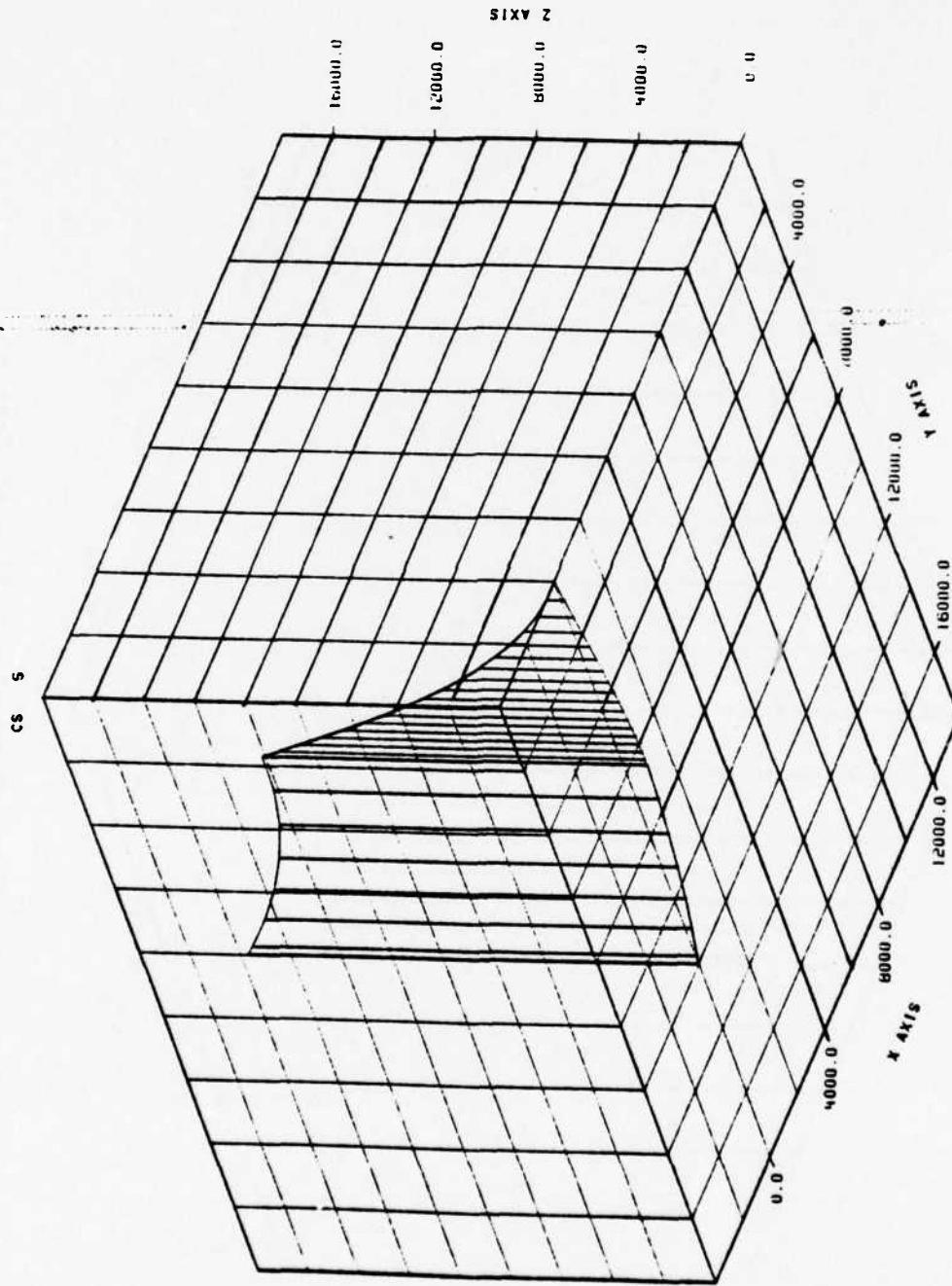


Figure 19. Three Dimensional Plot of Case 6

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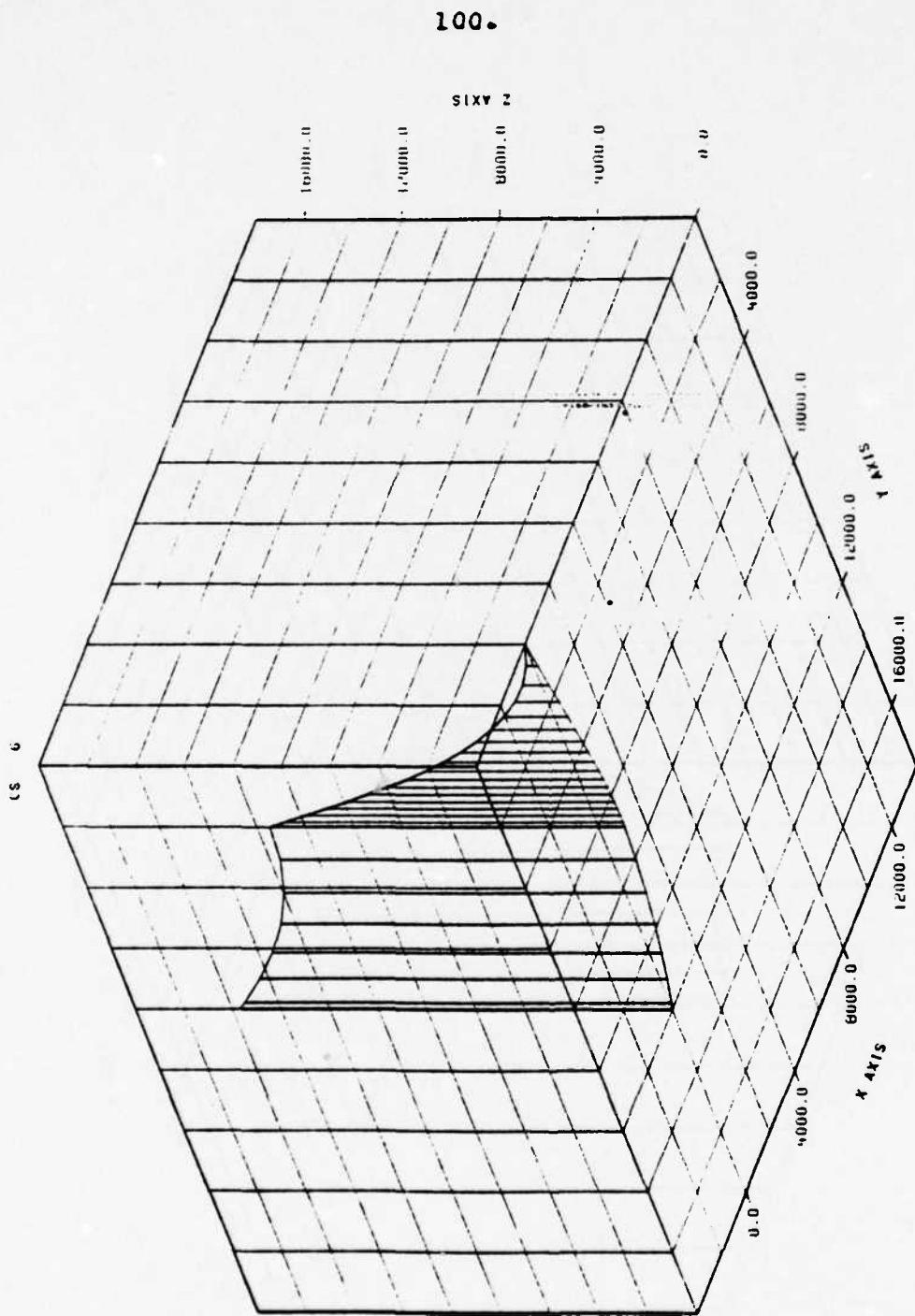


Figure 20. Three Dimensional Plot of Case 6

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101.

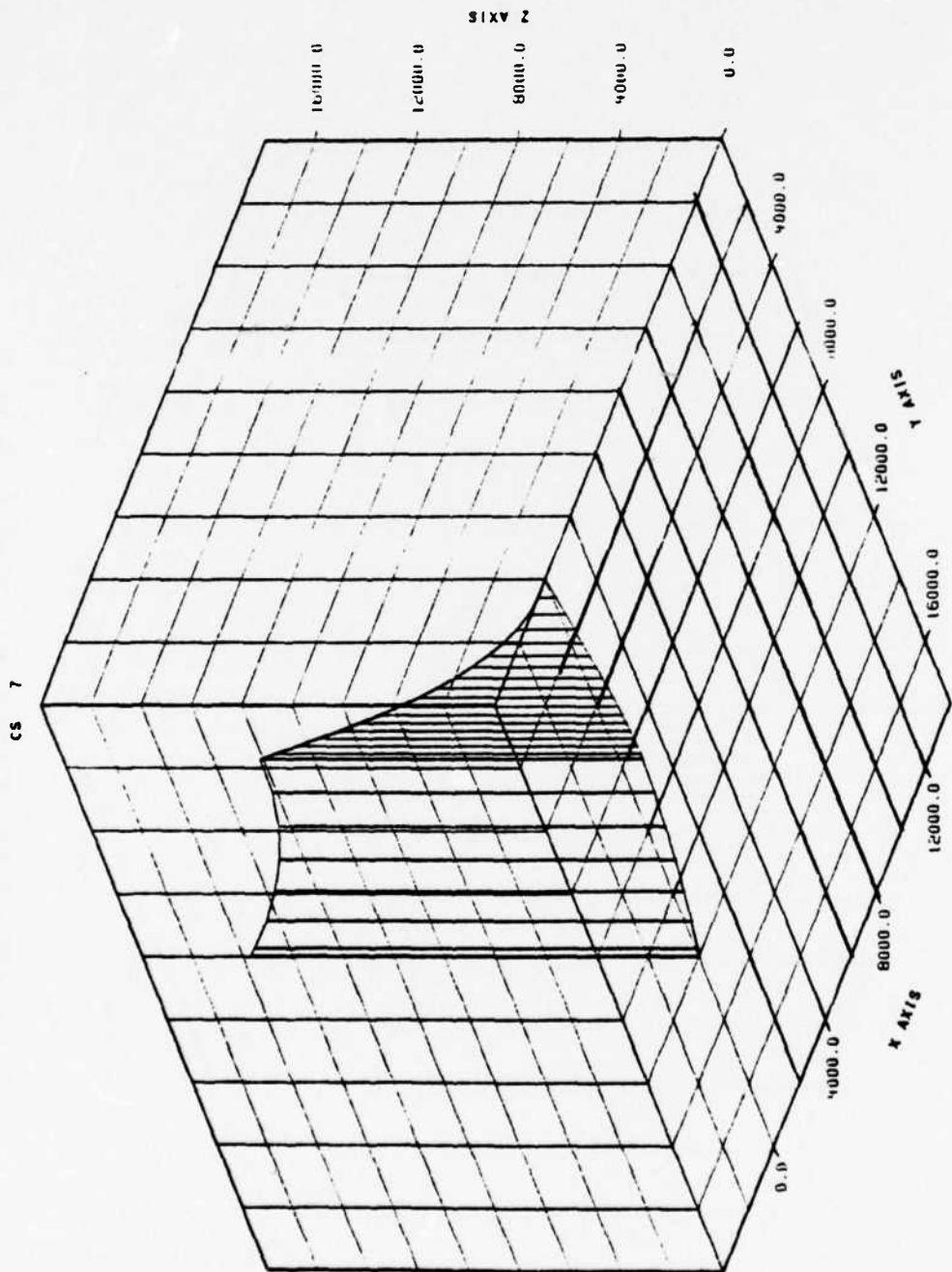


Figure 21. Three Dimensional Plot of Case 7

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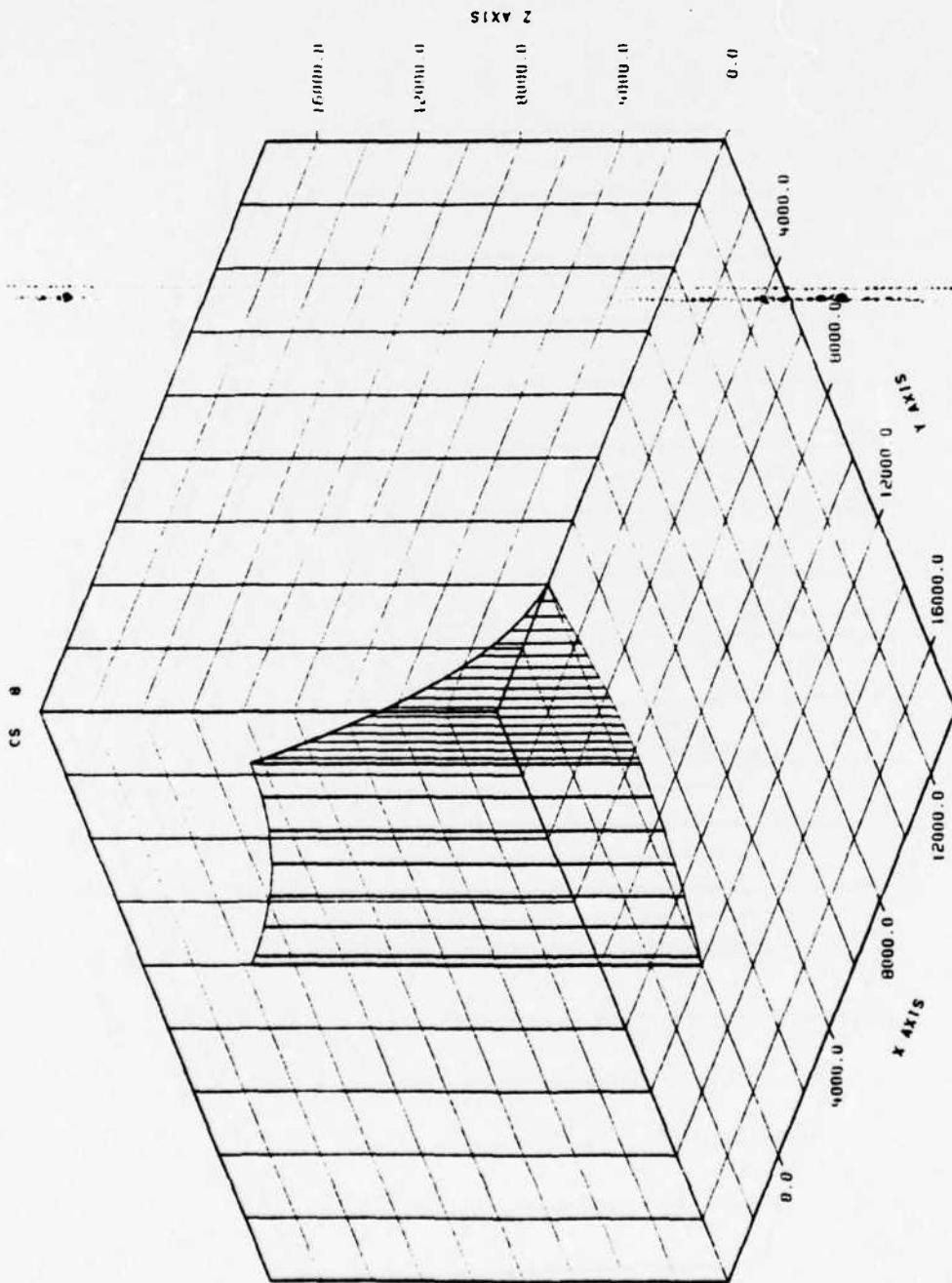


Figure 22. Three Dimensional Plot of Case 8

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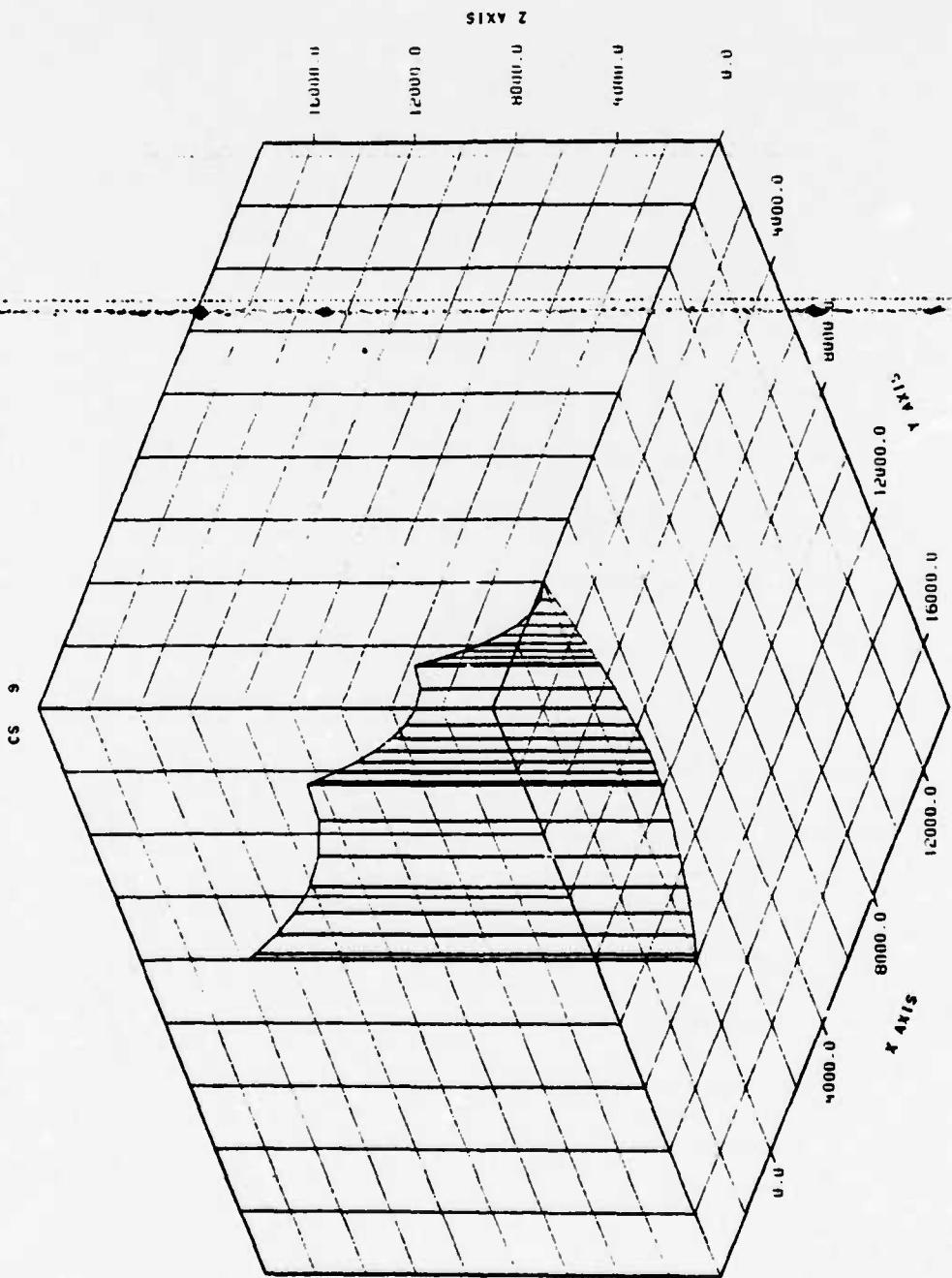


Figure 83. Three Dimensional Plot of Case 9

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104.

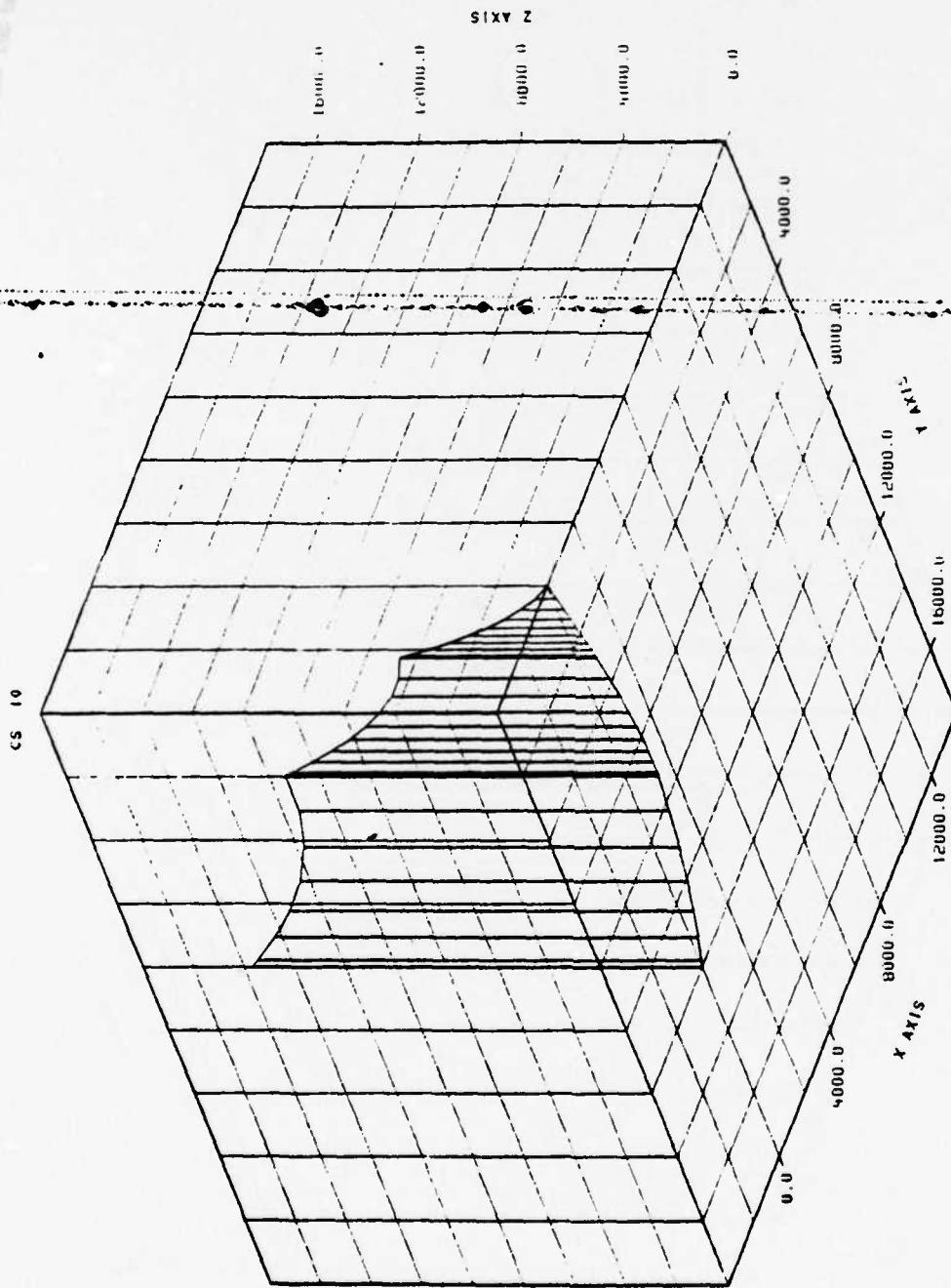


Figure 24. Three Dimensional Plot of Case 10

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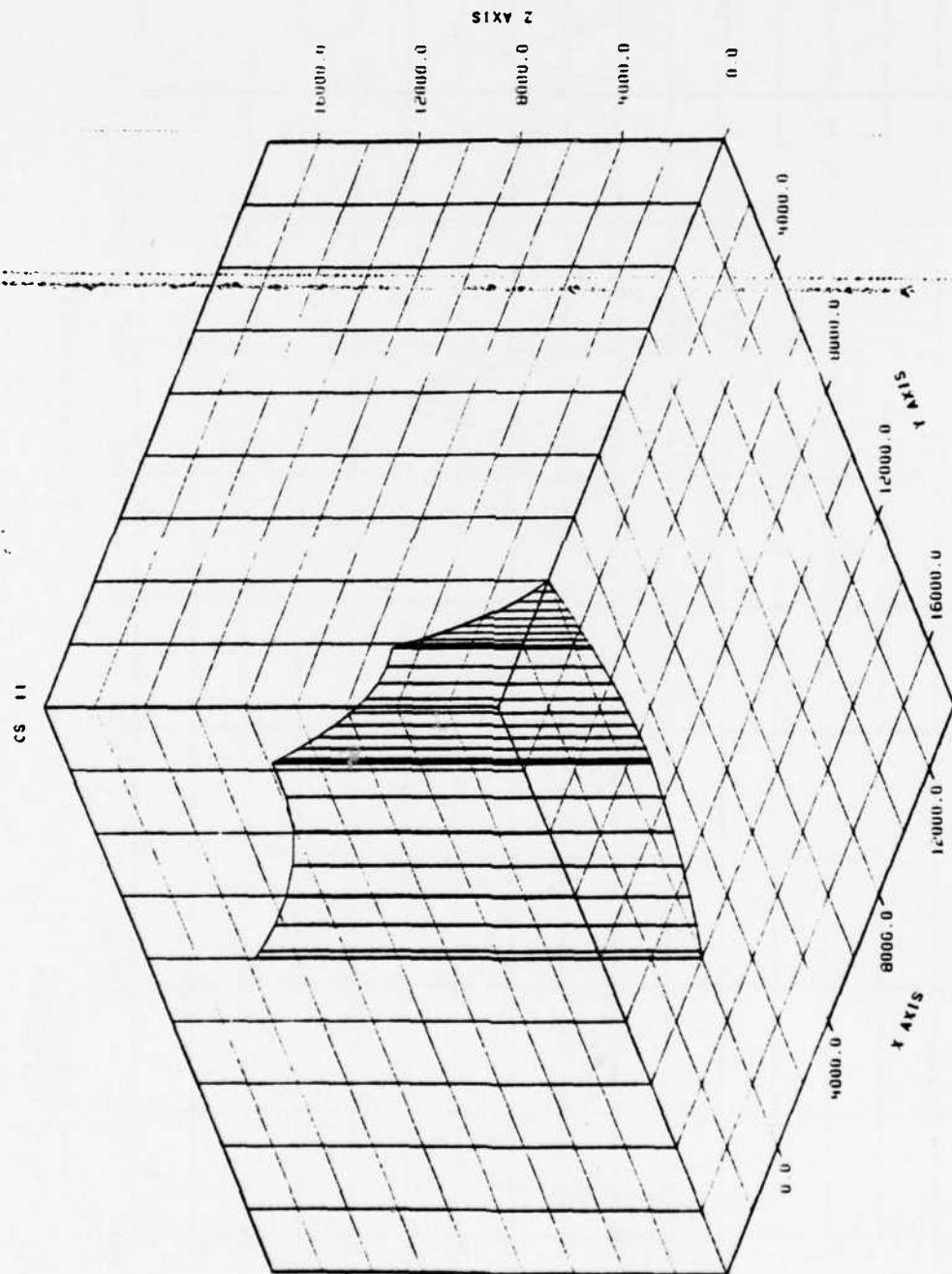


Figure 26. Three Dimensional Plot of Case 11

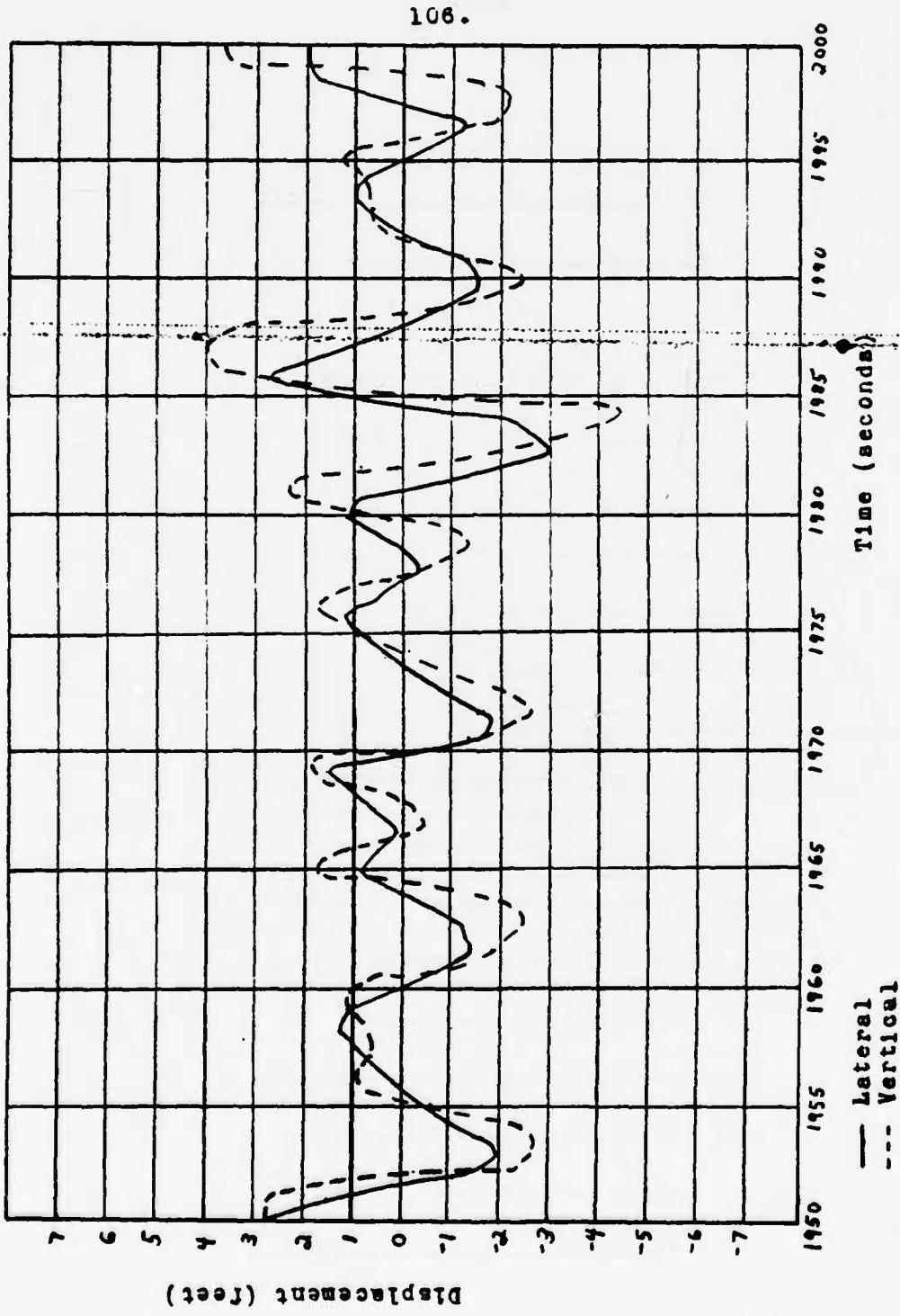


Figure 26. Displacement of Ship versus Time for Case 12

107.

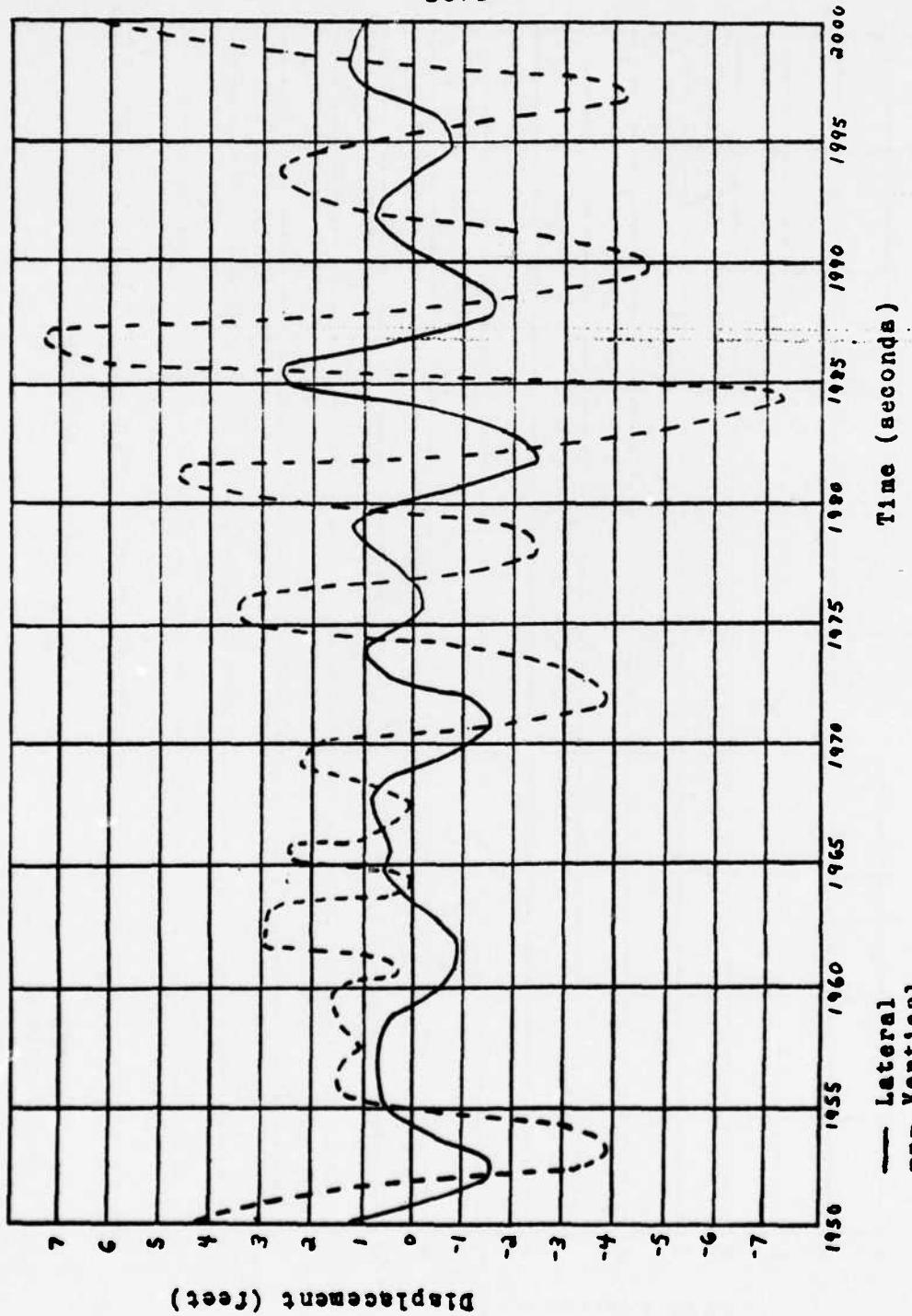


Figure 27. Displacement of Ship versus Time for Case 13

108.

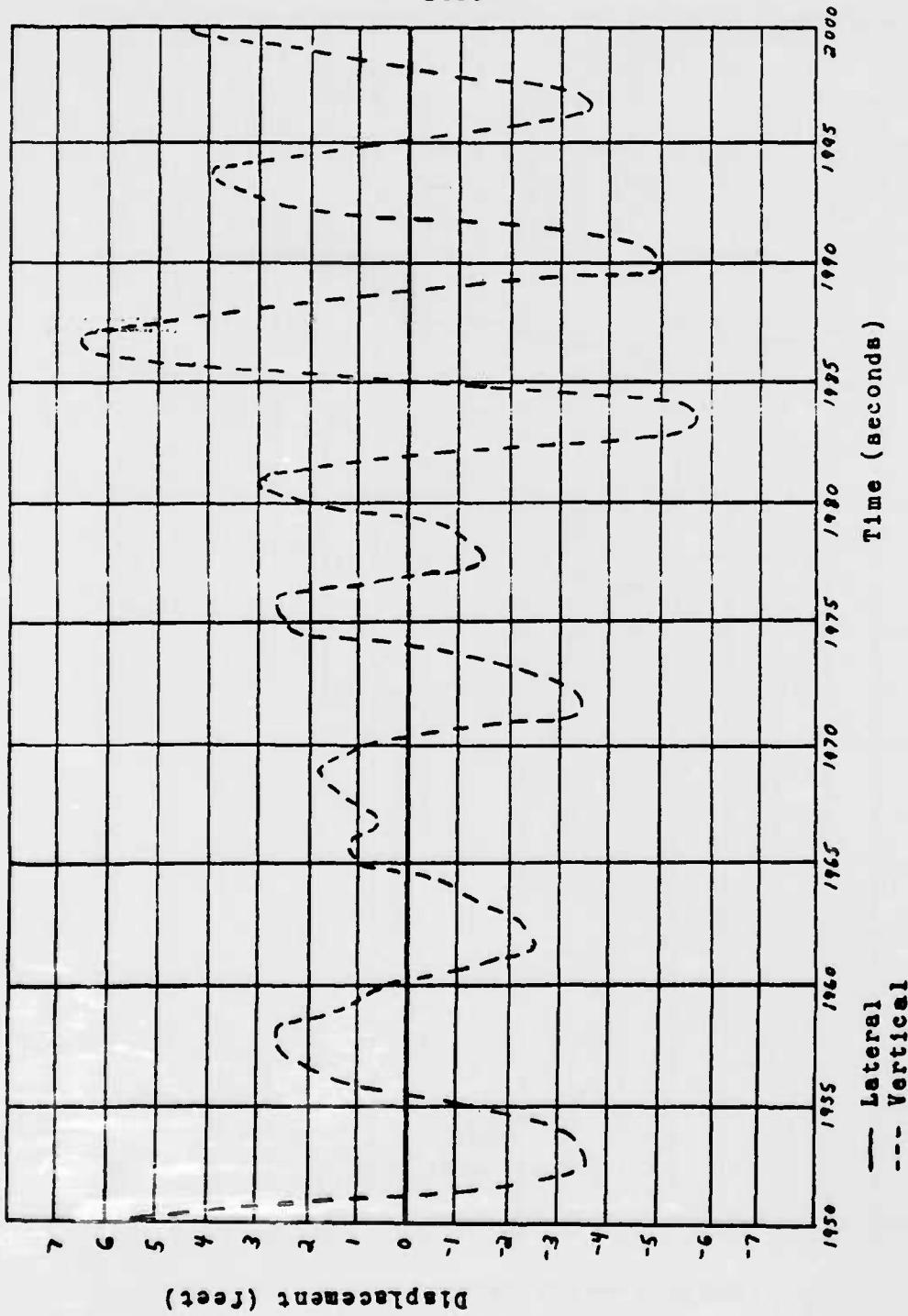


Figure 28. Displacement of Ship versus Time for Chase 14

109.

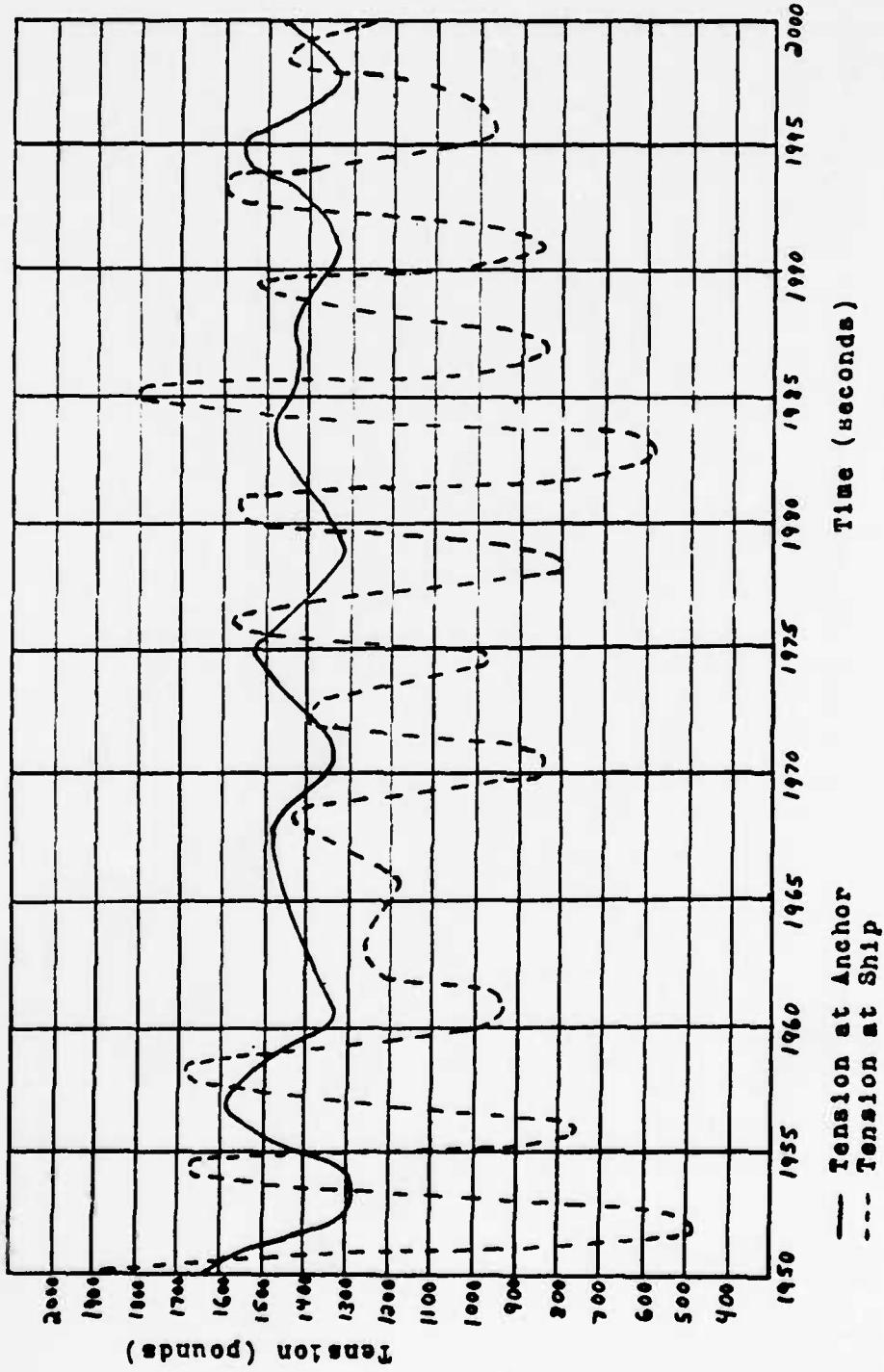


Figure 29. Tension at Anchor and Tension at Ship
versus Time for Case 12

110.

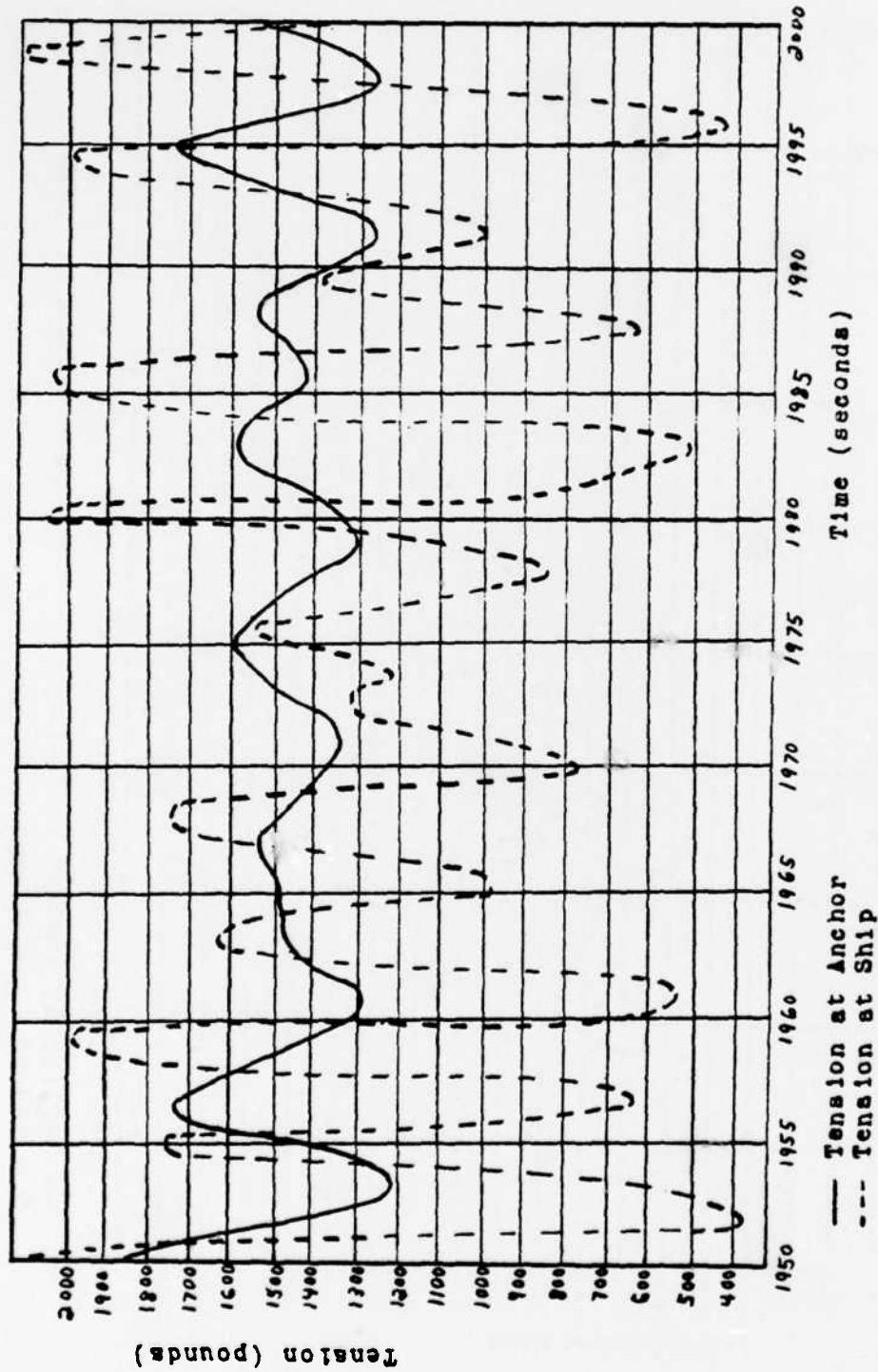


Figure 30. Tension at Anchor and Tension at Ship
versus Time for Case 13

111.

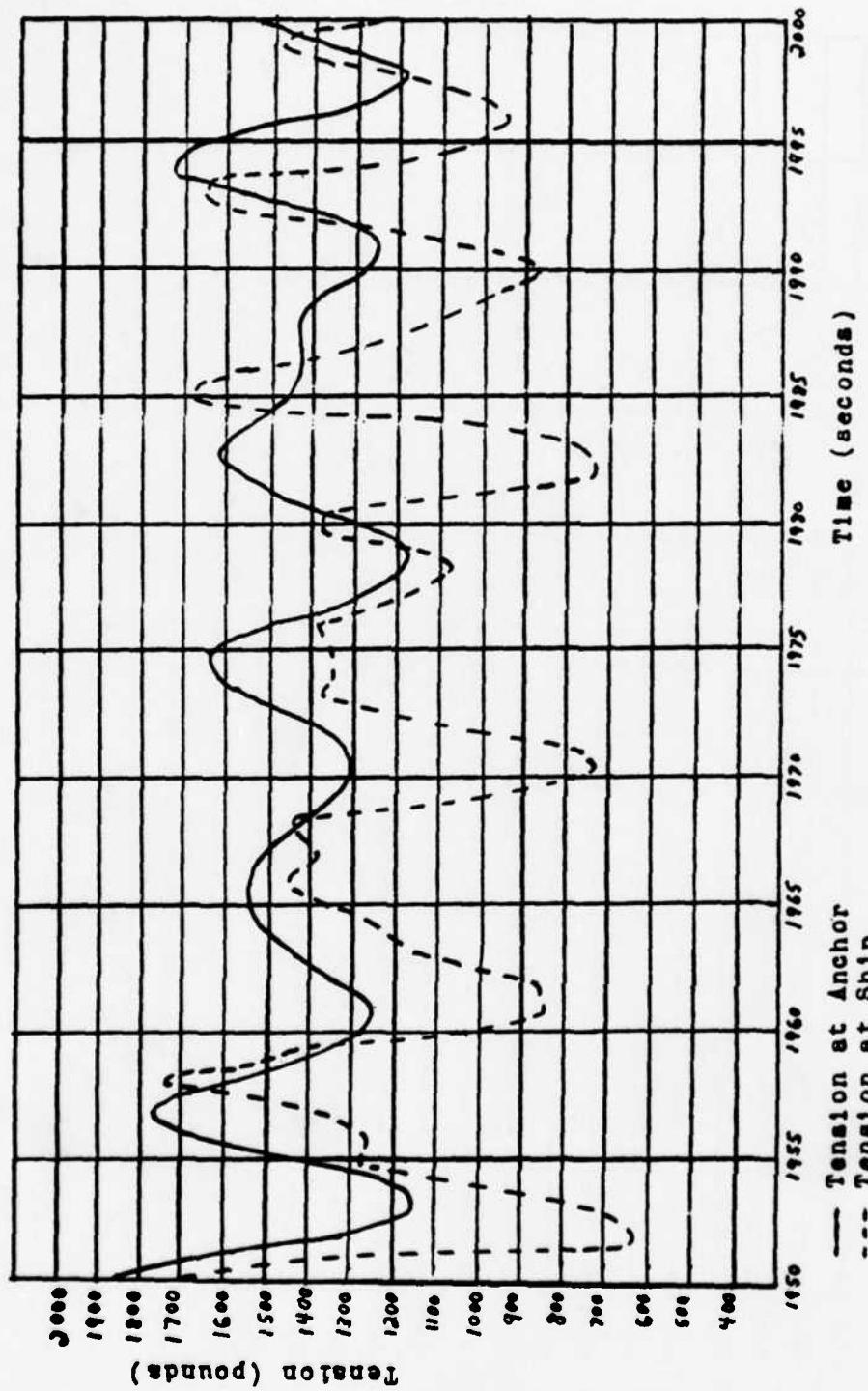


Figure 31. Tension at Anchor and Tension at Ship
versus Time for Case 14

112.

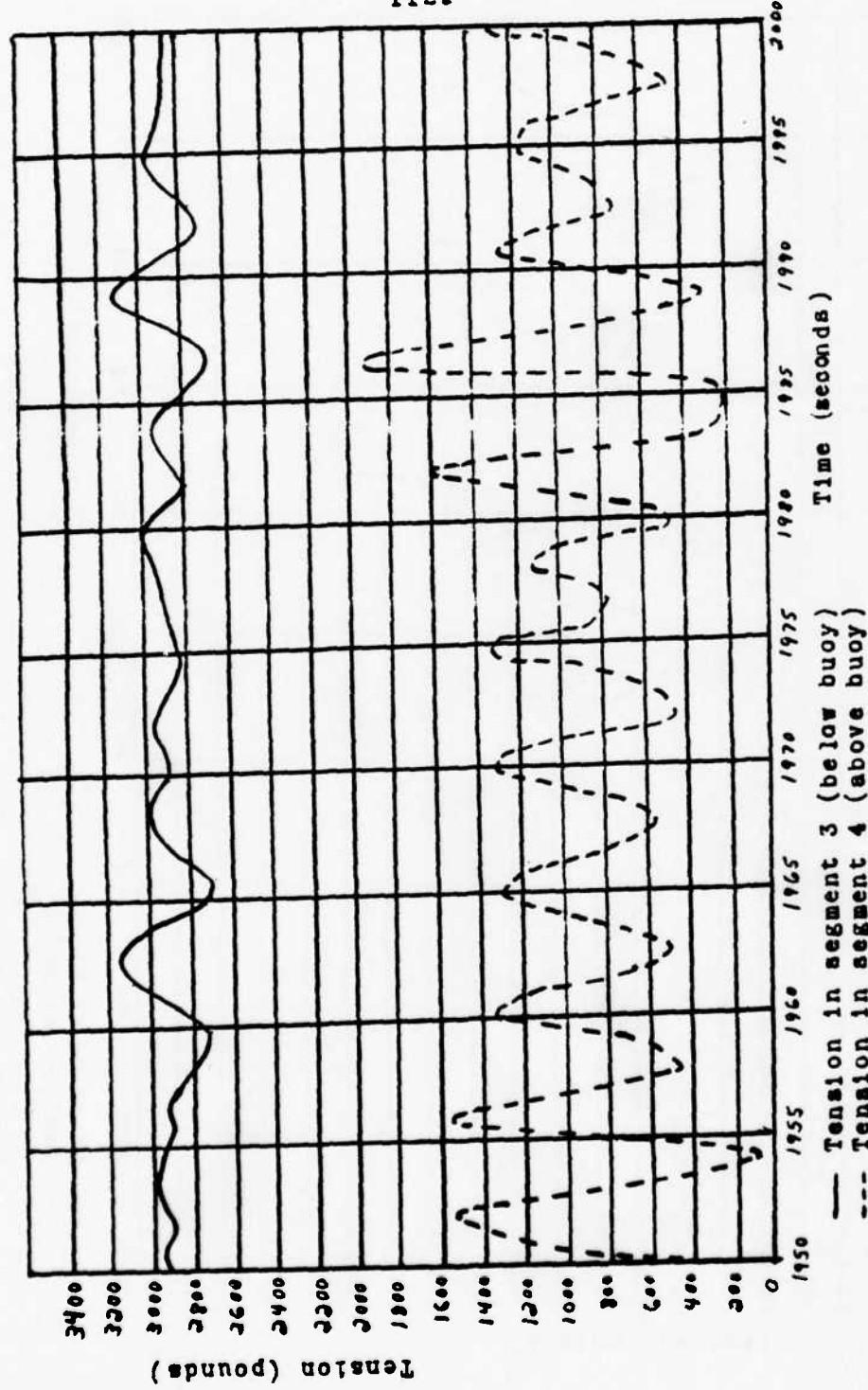


Figure 32. Tension in Segment below Buoy and Tension in Segment above Buoy versus Time for Case 12

113.

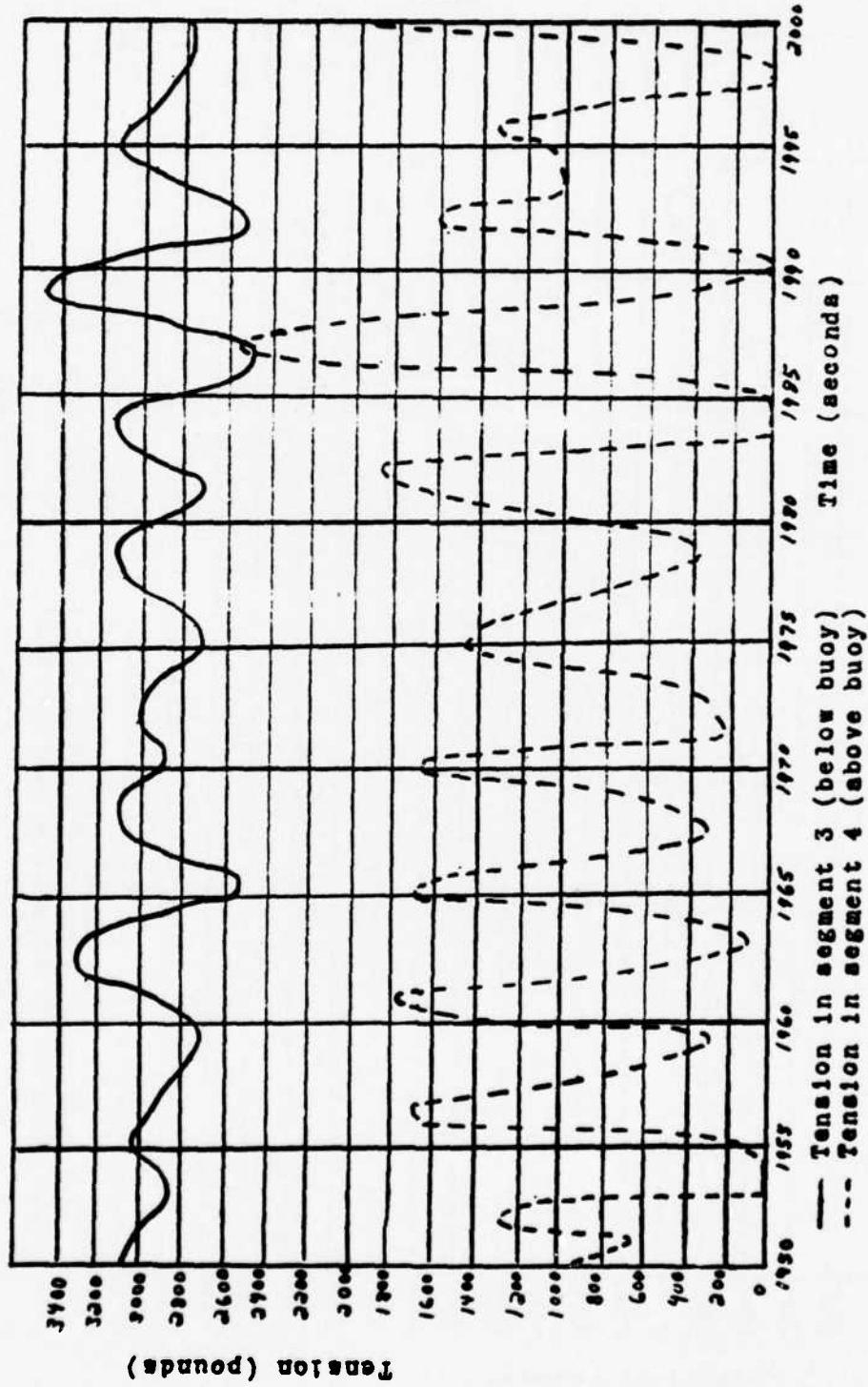


Figure 33. Tension in Segment below Buoy and Tension in Segment above Buoy versus Time for Case 13

114.

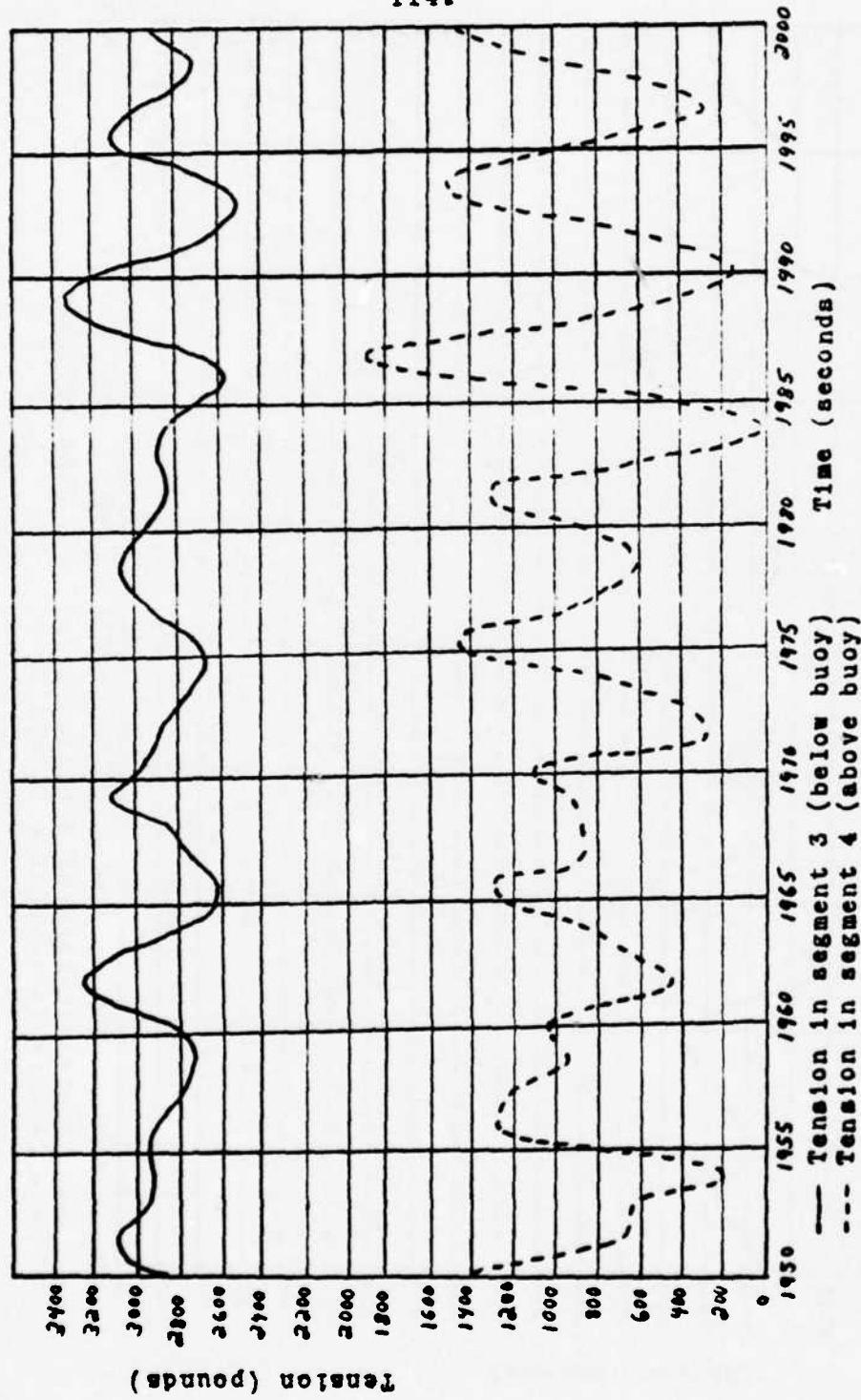


Figure 34. Tension in Segment below Buoy and Tension in Segment above Buoy versus Time for Case 14

V. SUMMARY

5.1 Conclusions

The cable-buoy-ship systems examined here were studied under a variety of conditions. First, the ship was placed at various distances from the anchor in the steady state model. Then, after selecting a "worst case" distance, the excess buoyancy of the buoy was varied. Subsequently, the effects of having two smaller buoys instead of one large one were looked at. Finally, after choosing what seemed to be the optimal system, its dynamics were examined. The ship driving the system was subjected to waves typical of a particular sea state, and its angle relative to the incident waves was varied. Tensions in the cable under simulated operating conditions were thus obtained.

The system could also be subjected to a variety of other conditions which were assumed to be constant, but which could be varied. These include the water current (magnitudes and direction), cable properties (length, diameter, and modulus of elasticity), the location of buoys on the cable, the sea state and the particular surface ship being used. This study considered these to be fixed because they were either previously specified (the cable properties or the ship) or a "worst case" condition (the sea state or

water currents).

The models employed in this study have shown that the wave-induced motions of the ship can be sufficiently decoupled from those of the cable such that cable tensions throughout the system are acceptable. Thus, in this study, a system was designed in which all the initial requirements have been satisfied.

5.2 Suggestions for Further Study

Further research in the area of cable-buoy-ship systems should include investigation of the effects of additional buoys spaced along the cable. While the present model can account for a maximum of only two buoys, it would be relatively straightforward to modify the program so that systems consisting of many buoys could be modeled.

This would be accomplished by integrating along the cable up to each successive buoy. At each buoy, as before, the force and moment equilibrium equations would be solved. Integration up the cable would then take place again. This process would be repeated until the ship was reached. (It should be noted that the program has been successfully modified to account for a specific system consisting of four buoys. These results will be described in a forthcoming report of the Naval Underwater Systems Center.)

Another possible useful option would be the capability of specifying one buoy as a surface buoy. This was seriously considered during this study, but the results were not conclusive. When the iterative process used for finding the steady state tension at the anchor (see section 2.3) was tried, difficulties were encountered in obtaining convergence. The reason for this was that, when the tension at the anchor was "corrected" by only a few pounds, the draft of the surface buoy would change by a few feet, resulting in a significant change in the buoyancy force at the buoy. It was realized, then, that the iteration process of section 2.3 could not be used in its present form for the entire system. Instead, the following scheme, which is described in detail below is proposed to obtain the steady state tensions:

Let the problem be divided into two distinct parts; the first part looks at the cable from the anchor up to, but not including, the surface buoy. The second examines the surface buoy and the tether to the ship.

The procedure for finding the tensions and positions of the cable for the first section of cable mentioned above is identical to that used in previous sections. There is, however, one slight change: the model treats the surface buoy as if it were the ship. The horizontal distance from

the anchor to the ship, G (see figure 8), becomes the horizontal distance from the anchor to the surface buoy. The water depth, H , is decreased by an amount which is 0.6 times the buoy diameter. (This means that the buoy is initially assumed to have a draft which is 60 percent of its diameter.) When the desired location of the surface buoy is finally attained through the use of the iteration process described in section 2.3, the surface buoy and its tether to the ship may be examined.

The tension in the cable from the anchor at the surface buoy, which was calculated using the above procedure, is assumed to be constant. The general idea now is to adjust the draft of the surface buoy such that the ship will be on the ocean surface. (Since the cable to the anchor is assumed to be very long, on the order of several miles long, a change of a few feet at the surface buoy in the vertical direction should not be significant with respect to cable tensions and positions between the anchor and surface buoy.)

The initial "guess" for the buoy draft is that it is 0.6 times the buoy diameter. Using this value, equilibrium equations may be written and solved at the buoy, and the cable tether is subsequently integrated to the ship. The z (vertical) coordinate of the ship, z_{SH} , is then compared to the known water depth, H . If the difference between these

two values is less than some prescribed value ϵ , then this iteration has produced the final results. Otherwise, the following correction is applied to the next iteration:

$$H_{D_k} = H_{D_{(k-1)}} + \frac{z_{SH_k} - H}{(4)(-k+9)^2}$$

where

H_{D_k} = the buoy draft of the k'th iteration

$H_{D(k-1)}$ = the buoy draft of the (k-1)'th iteration

z_{SH_k} = the z coordinate of the ship of the (k-1)'th iteration

H = the water depth

k = the iteration number

Using this "corrected" value for the buoy draft, equilibrium requirements are satisfied at the buoy, and the cable again is integrated to the ship. This process is repeated until, as already stated, the error becomes sufficiently small.

The scheme described above was incorporated into a model, and successful convergence was obtained. (The iterations were repeated until the ship was found to be located on the surface of the water.) Although this method has been

shown to be convergent, further examination of the assumptions must be made before the results can be taken to be accurate.

As is the case with most computer models of physical systems, a comparison of the results obtained from the simulation with experimental data should be made. It would thus be useful to compare the results predicted by this study with those of an actual system operating at sea in order to validate the model.

In addition, certain parameters and constants of the program could be given more accuracy. These could include the drag coefficients, hydrodynamic mass coefficients, etc. Modifications could be made such that cable strumming would be allowed to occur if it were appropriate for a certain system. (Cable strumming is neglected entirely in this study)

Useful information could most definitely be obtained by comparing the amplitudes and phases of the tension versus time plots. This would include examining the tensions at identical segments of the cables for various ship headings and comparing the tensions in various segments for the same ship heading. A detailed analysis of this type would require the use of sophisticated statistical methods.

An interesting extension of this study would be to not assume that the anchor is fixed; that is, the anchor would

be taken to be a certain weight. If the tension components at the anchor exceeded certain limits, then two things could happen. First, the anchor would be lifted off the bottom if the limit for the vertical component were exceeded. Second, the anchor would be dragged along the ocean floor if the limit for the horizontal tension component were exceeded.

Finally, ways could be found to reduce the running time of the program. For example, the step size in time, b , (see section 3.4) could be examined to see how large it can get before inaccuracies and numerical instability occur. A reduction in time would realize significant savings in cost for the user.

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Appendix A

THE FOURTH ORDER RUNGE-KUTTA METHOD

Consider the initial-value problem:

$$\frac{dy}{dx} = y' = F(x, y) \quad (\text{A1})$$

$$y(x_0) = y_0 \quad (\text{A2})$$

The increment Δy for advancing the dependent variable when the independent variable is advanced by h is given by

$$\Delta y = \frac{1}{6} (k_1 + 2k_2 + 2k_3 + k_4) + O(h^5) \quad (\text{A3})$$

where

$$k_1 = h F(x_n, y_n) \quad (\text{A4a})$$

$$k_2 = h F\left(x_n + \frac{1}{2}h, y_n + \frac{1}{2}k_1\right) \quad (\text{A4b})$$

$$k_3 = h F\left(x_n + \frac{1}{2}h, y_n + \frac{1}{2}k_2\right) \quad (\text{A4c})$$

$$k_4 = h F(x_n + h, y_n + k_3) \quad (\text{A4d})$$

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The values at (x_{n+1}, y_{n+1}) are then:

$$x_{n+1} = x_n + h \quad (\Delta 5a)$$

$$y_{n+1} = y_n + \Delta y \quad (\Delta 5b)$$

All intervals are computed in the same manner, using for the initial values the values at the beginning of each interval. The method does not need any special formulas to get the solution started, and it is well suited to computational form.

Appendix B

SOLUTION OF BUOY EQUATIONS

B-1 Equilibrium Equations

Equations (12) are:

$$-(T_{se})_x + (D_F)_x - (T_{so})(\sin \theta_{so})(\cos \phi_{so}) = 0 \quad (\text{B1a})$$

$$-(T_{se})_y + (D_F)_y + (T_{so})(\cos \theta_{so})(\cos \phi_{so}) = 0 \quad (\text{B1b})$$

$$-(T_{se})_z + (B) + (T_{so})(\sin \phi_{so}) = 0 \quad (\text{B1c})$$

Letting

$$AE X = [-(T_{se})_x + (D_F)_x] \quad (\text{B2a})$$

$$AE Y = [(T_{se})_y - (D_F)_y] \quad (\text{B2b})$$

$$AE Z = [(T_{se})_z - (B)] \quad (\text{B2c})$$

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the above equations may be rewritten as:

$$T_{BD} \sin \theta_{BD} \cos \phi_{BD} = AE X \quad (B3a)$$

$$T_{BD} \cos \theta_{BD} \cos \phi_{BD} = AE Y \quad (B3b)$$

$$T_{BD} \sin \phi_{BD} = AE Z \quad (B3c)$$

Dividing equation (B3c) by (B3a) gives:

$$\frac{\tan \phi_{BD}}{\sin \theta_{BD}} = \frac{AE Z}{AE X} \quad (B4)$$

Dividing equation (B3c) by (B3b) yields:

$$\frac{\tan \phi_{BD}}{\cos \theta_{BD}} = \frac{AE Z}{AE Y} \quad (B5)$$

Rewriting equation (B4):

$$\tan \phi_{BD} = \frac{AE Z}{AE X} \sin \theta_{BD} \quad (B6)$$

Putting equation (B6) into (B5):

$$\frac{\sin \theta_{BD}}{\cos \theta_{BD}} \cdot \frac{AEZ}{AEX} = \frac{AEZ}{AEY} \quad (B7)$$

or

$$\tan \theta_{BD} = -\frac{AEX}{AEY} \quad (B8)$$

which implies

$$\theta_{BD} = \tan^{-1} \left(-\frac{AEX}{AEY} \right) \quad (B9)$$

Equation (B6) may now be solved for

$$\phi_{BD} = \tan^{-1} \left[\left(\frac{AEZ}{AEX} \right) \sin \theta_{BD} \right] \quad (B10)$$

or, from equation (B9), letting

$$AEX = (AEY)(\tan \theta_{BD}) \quad (B11)$$

equation (B10) may be rewritten as:

$$\phi_{BD} = \tan^{-1} \left[\left(\frac{AEZ}{AEY} \right) (\cos \theta_{BD}) \right] \quad (B12)$$

Finally, T_{BD} may be found by rewriting equation (B3c):

$$T_{BD} = \frac{AEZ}{\sin \phi_{BD}} \quad (B13)$$

If ΔXY is calculated to be zero, then $\Theta_{BD} = 90^\circ$ if ΔXY is positive and $\Theta_{BD} = -90^\circ$ if ΔXY is negative. Similarly if ΔYZ is calculated to be zero, then $\phi_{BD} = 90^\circ$ if ΔYZ is positive and $\phi_{BD} = -90^\circ$ if ΔYZ is negative.

Finally, if ϕ_{BD} is calculated to be zero (which is not expected), the program will automatically be stopped as it cannot evaluate equation (B13).

B.2 Moment Equations

Equations (16a), (16b), and (17) are:

$$(B) \left(\frac{\gamma_{0x}}{2} \right) + (T_{BD})_z (\gamma_{0y}) - (D_f)_y \left(\frac{z_{0x}}{2} \right) - (T_{BD})_y (z_{0x}) = 0 \quad (B14a)$$

$$(D_f)_x \left(\frac{z_{0x}}{2} \right) + (T_{BD})_y (z_{0x}) - (B) \left(\frac{x_{0x}}{2} \right) - (T_{BD})_z (x_{0x}) = 0 \quad (B14b)$$

$$(2R_s)^2 = (x_{0x})^2 + (y_{0x})^2 + (z_{0x})^2 \quad (B14c)$$

where, from equations (15):

$$x_{0x} = x_o - x_e \quad (B15a)$$

$$y_{0x} = y_o - y_e \quad (B15b)$$

$$z_{0x} = z_o - z_e \quad (B15c)$$

Combining like terms of equations (B14) gives:

$$\left[\left(\frac{\theta}{2} \right) + (T_{BD})_z \right] (y_{os}) - \left[\left(\frac{\theta_{x_0}}{2} \right) + (T_{BD})_y \right] (z_{os}) = 0 \quad (\text{B16a})$$

$$\left[\left(\frac{\theta_{x_0}}{2} \right) + (T_{BD})_x \right] (z_{os}) - \left[\left(\frac{\theta}{2} \right) + (T_{BD})_z \right] (x_{os}) = 0 \quad (\text{B16b})$$

$$(2R_s)^2 = (x_{os})^2 + (y_{os})^2 + (z_{os})^2 \quad (\text{B16c})$$

Let

$$c_1 = \left[\left(\frac{\theta}{2} \right) + (T_{BD})_z \right] \quad (\text{B17a})$$

$$c_2 = \left[\left(\frac{\theta_{x_0}}{2} \right) + (T_{BD})_y \right] \quad (\text{B17b})$$

$$c_3 = \left[\left(\frac{\theta_{x_0}}{2} \right) + (T_{BD})_x \right] \quad (\text{B17c})$$

$$D_s = 2R_s \quad (\text{B17d})$$

Then, substitution of the above expressions into equations (B16) yields:

$$(c_1)(y_{DB}) - (c_2)(z_{DB}) = 0 \quad (B18a)$$

$$(c_2)(z_{DB}) - (c_1)(x_{DB}) = 0 \quad (B18b)$$

$$(D_s)^2 = (x_{DB})^2 + (y_{DB})^2 + (z_{DB})^2 \quad (B18c)$$

Solving for y_{DB} and x_{DB} in equations (B18a) and (B18b) respectively gives:

$$y_{DB} = \left(\frac{c_2}{c_1}\right)(z_{DB}) \quad (B19a)$$

$$x_{DB} = \left(\frac{c_1}{c_2}\right)(z_{DB}) \quad (B19b)$$

(c_1 is never expected to be equal to zero.)

Substitution of the above expressions into equation (B18c) gives:

$$(D_s)^2 = \left[\left(\frac{c_2}{c_1}\right)^2 + \left(\frac{c_1}{c_2}\right)^2 + 1 \right] (z_{DB})^2 \quad (B19c)$$

This equation may be solved as follows:

$$z_{0g} = \frac{D_s}{\sqrt{\left(\frac{c_2}{c_1}\right)^2 + \left(\frac{c_2}{c_1}\right)^2 + 1}} \quad (B20)$$

The solution for the unknown coordinates, then, may be taken from a rearrangement of equations (B15):

$$x_0 = x_e + x_{0g} \quad (B21a)$$

$$y_0 = y_e + y_{0g} \quad (B21b)$$

$$z_0 = z_e + z_{0g} \quad (B21c)$$

where all the terms are as previously defined.

Appendix C
COMPUTER PROGRAM DESCRIPTION

C.1 Current Profile

The program computes the current velocity as a function of depth. The current direction is assumed to be constant and the current velocity vector at any depth is contained in a horizontal plane. Assume that the current, v_c , has a velocity of c_x knots at the surface, decreases exponentially to c_y knots at a depth of D feet, and varies linearly at greater depths to c_z knots at the bottom, at a water depth of H feet:

$$v_c = c_x e^{-\frac{(H-z)(c_z)}{c_y}} \quad (H \geq z \geq (H-D)) \quad (\text{C1a})$$

where

$$c_z = \frac{\ln \left(\frac{c_x}{c_y} \right)}{D} \quad (\text{C1b})$$

$$v_c = c_x + \left(\frac{z}{H-D} \right) (c_y - c_x) \quad ((H-D) \geq z \geq 0) \quad (\text{C2})$$

Figure C-1 shows this profile:

136.

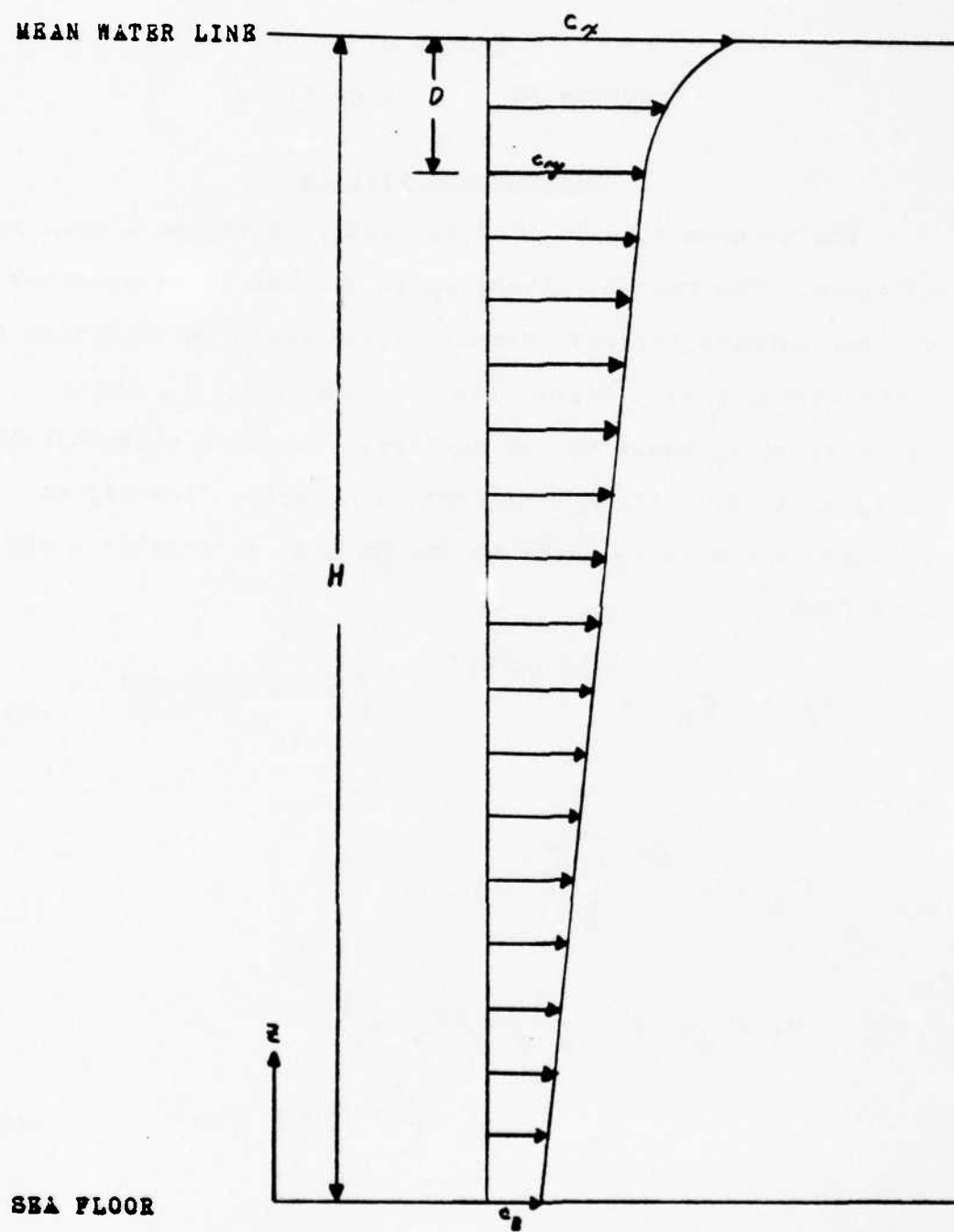


Figure C-1. Current Profile

C-2 Drag Coefficients

The drag coefficients for both the cable and the spherical buoys are specified in the program for different ranges of Reynolds numbers. The cable normal drag coefficient is given as follows:

$$C_{DN} = 1.2 e^{-\left[\frac{Re - (2 \times 10^3)}{(3.0 \times 10^3)}\right]} \quad (3.0 \times 10^3) \leq Re < (2.5 \times 10^5) \quad (C3a)$$

$$C_{DN} = 0.9 e^{-\left[\frac{Re - (2.5 \times 10^3)}{(4.3 \times 10^3)}\right]} \quad (2.5 \times 10^3) \leq Re < (1.5 \times 10^5) \quad (C3b)$$

$$C_{DN} = 1.2 \quad (1.5 \times 10^5) \leq Re < (2.0 \times 10^5) \quad (C3c)$$

The lower bound for the Reynolds number for the cable normal drag coefficient is given as (2.0×10^2) , which, for a 20,000 foot long 2 inch diameter cable (which is used in the present study), corresponds to a normal drag of 1.5 pounds. The upper bound is (2.0×10^5) . (The maximum Reynolds number expected in this study is (3.6×10^4) .) Figure C-2 shows a comparison between the approximations of equations (C3) and the actual normal drag coefficient for smooth cylinders. (39)

138.

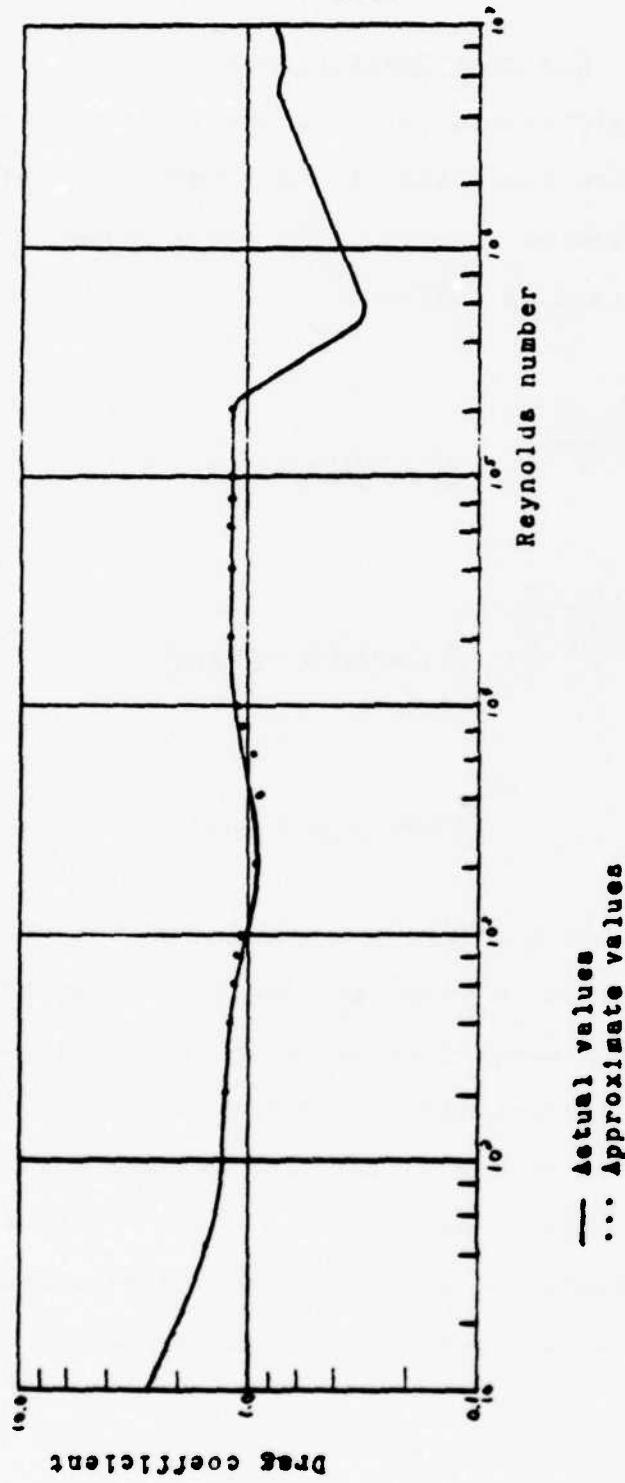


Figure C-2. Actual Normal Drag Coefficients for Circular Cylinders

The cable tangential drag coefficient is specified as:

$$C_{DT} = 0.006 \cdot e^{-\left[\frac{Re - (2 \times 10^3)}{(2.2 \times 10^3)}\right]} \quad (2.0 \times 10^3) \leq Re \leq (2.0 \times 10^5) \quad (C4)$$

The lower bound for Re is (2.0×10^3) which gives a tangential drag of 2.3 pounds for the cable used in this study; the upper bound is (2.0×10^5) . (Re is not expected to exceed (3.5×10^4) in this study.) Figure C-3 compares the values calculated from equation (C4) and the actual tangential drag coefficients for smooth cylinders. (28)

The drag coefficient for a spherical buoy is given as follows:

$$C_{DS} = 0.5 \quad (3.0 \times 10^4) \leq Re \leq (2.0 \times 10^5) \quad (C5a)$$

$$C_{DS} = 0.5 \cdot e^{-\left[\frac{Re - (2 \times 10^5)}{(4.9 \times 10^4)}\right]} \quad (2.0 \times 10^5) \leq Re < (2.5 \times 10^5) \quad (C5b)$$

$$C_{DS} = 0.18 \cdot e^{-\left[\frac{Re - (2.5 \times 10^5)}{(1.4 \times 10^4)}\right]} \quad (2.5 \times 10^5) \leq Re < (4.0 \times 10^5) \quad (C5c)$$

$$C_{DS} = 0.2 \quad (4.0 \times 10^5) \leq Re \leq (1.0 \times 10^6) \quad (C5d)$$

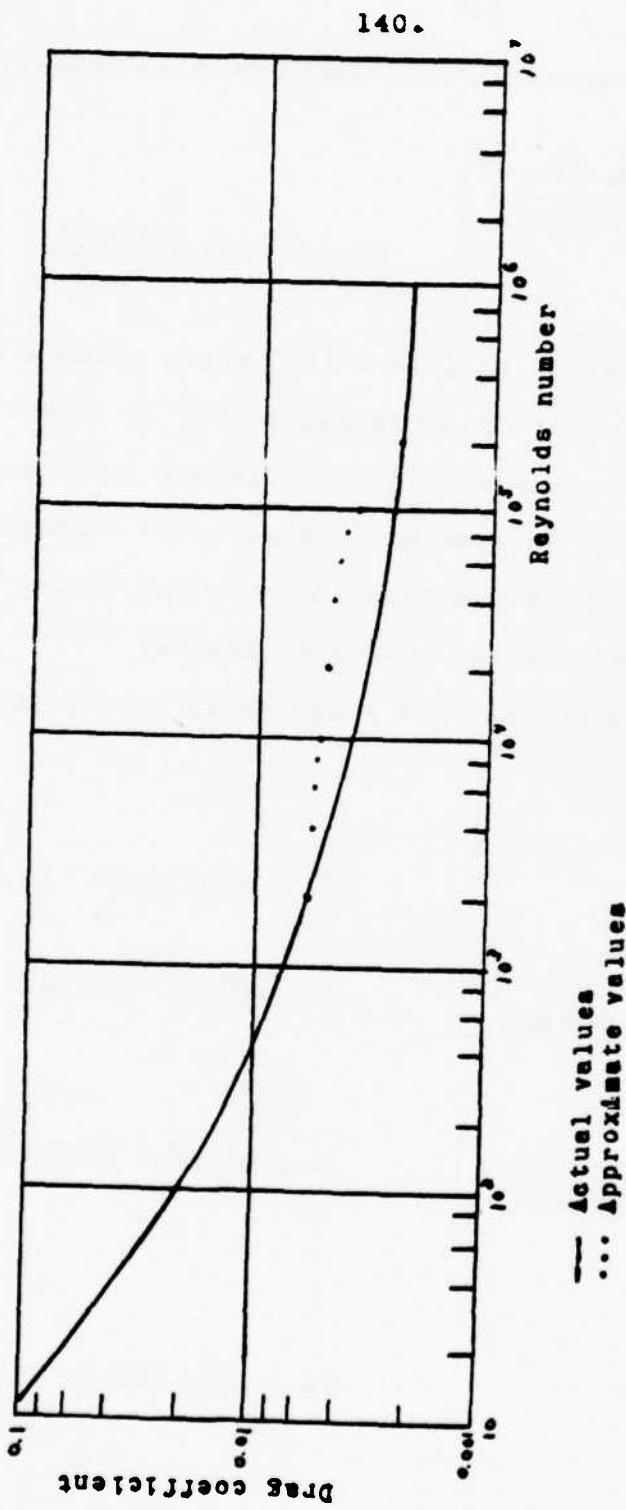


Figure C-3. Actual Tangential Drag Coefficients for Circular Cylinders

141.

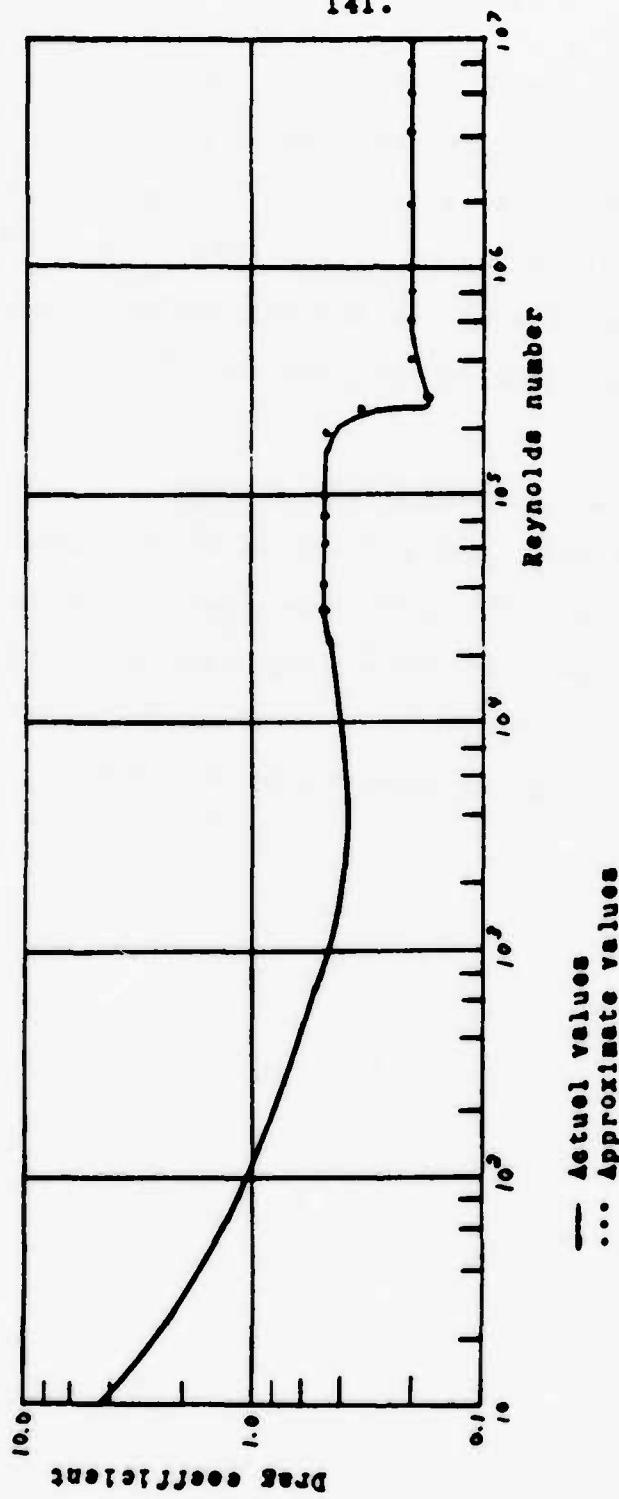


Figure C-4. Actual Drag Coefficients for Spheres

142.

The lower bound for Re is (3.0×10^4) , which, for a 6 foot diameter spherical buoy, corresponds to a drag of 0.09 pounds. The upper bound is (1.0×10^7) . (The maximum value for Re in this study is (1.3×10^6) .) Figure C-4 gives a comparison between the approximations of equations (C5) and the actual drag coefficient for a sphere. (28,39)

C.3 Possible Buoy Systems

There are several buoy systems which the program is capable of handling. The present program allows for a maximum of only two subsurface buoys but, with minimal alterations to the program, more buoys could be added. Figures C-5, C-6, and C-7 show the three possible system configurations.

143.

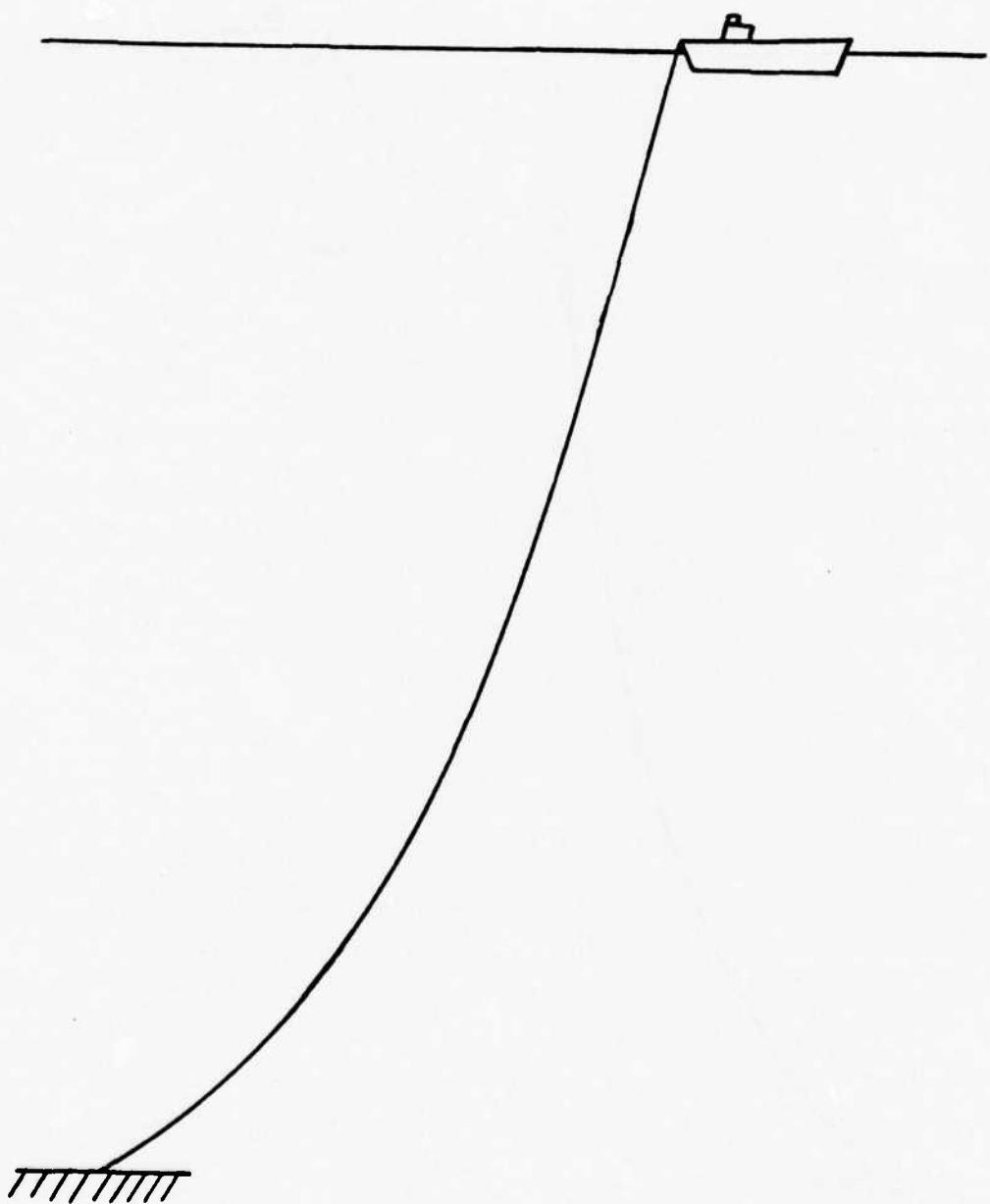


Figure C-5. System With No Buoys

144.

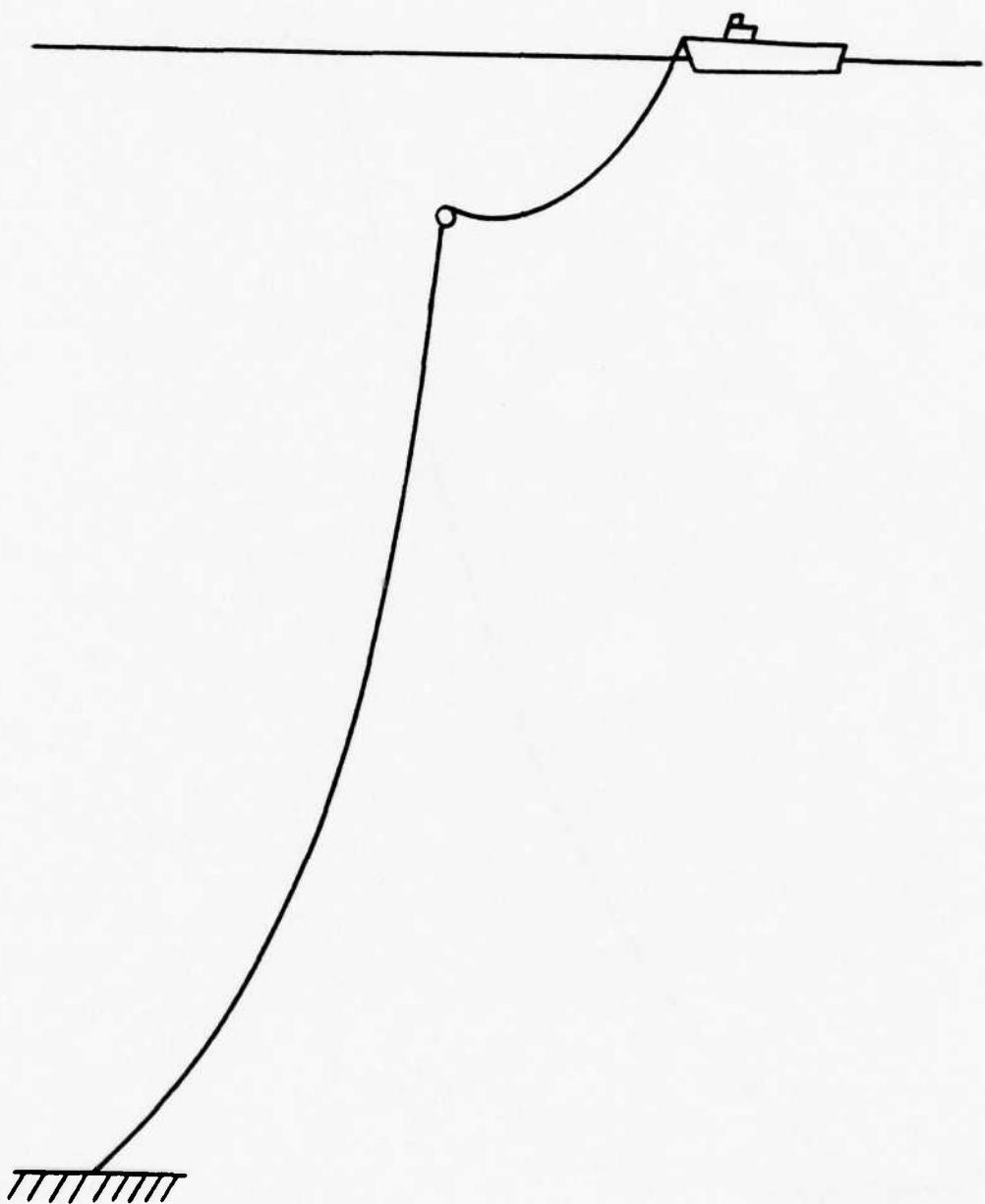


Figure C-6. System With One Buoy

145.

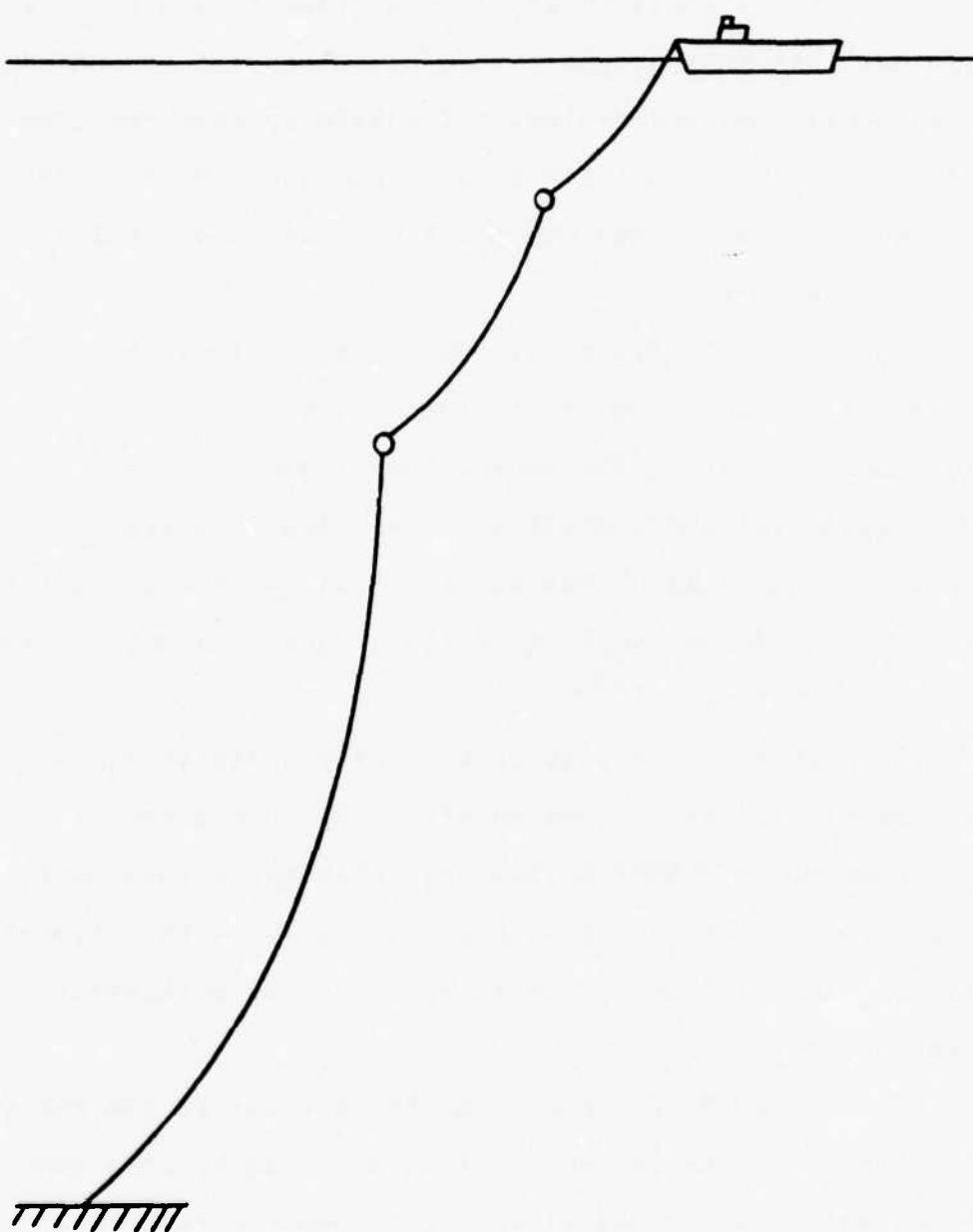


Figure C-7. System With Two Buoys

Cx4 Flow Charts

The steady state model is subdivided into a main program and five subroutines. (The dynamic model is included in an additional subroutine.) The main program performs very few calculations; its purpose is to guide the program through the subroutines and print and plot the results. (See figure C-8.)

Subroutine CONFIG specifies the cable equations; it gives the tension, the two angles, and the position at regular intervals along the cable. (See figure C-9.)

Subroutine RUNGE gives a Runge-Kutta numerical solution for the integration of the differential equations. (It is called from CONFIG and from DYMICS.) This subroutine was developed by Whita. (25)

Subroutine ANGLE simply gets any two angles to be between $-\pi$ and π radians or -180 and 180 degrees.

Subroutine SUBSRF solves the force and moment equilibrium equations of the subsurface buoy to give the tension, angles, and position of the second point of attachment.

(See figure C-10.)

Subroutine TENCOR corrects the tensions at the anchor in order to reduce the error between the calculated location of the ship and the actual location. (See figure C-11.)

Subroutine DYMICS gives the positions, velocities,

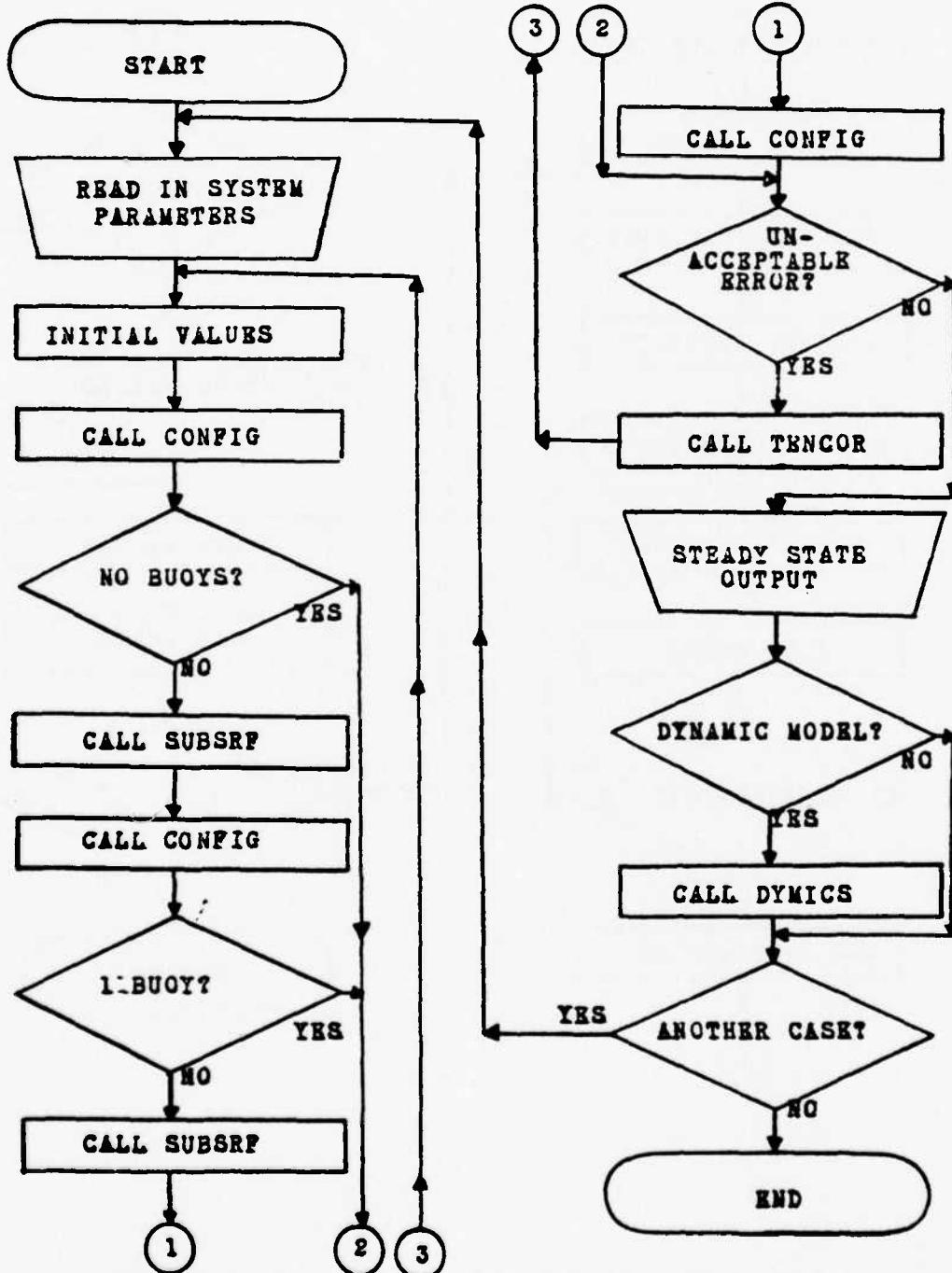


Figure C-8. Flow Chart for Main Program

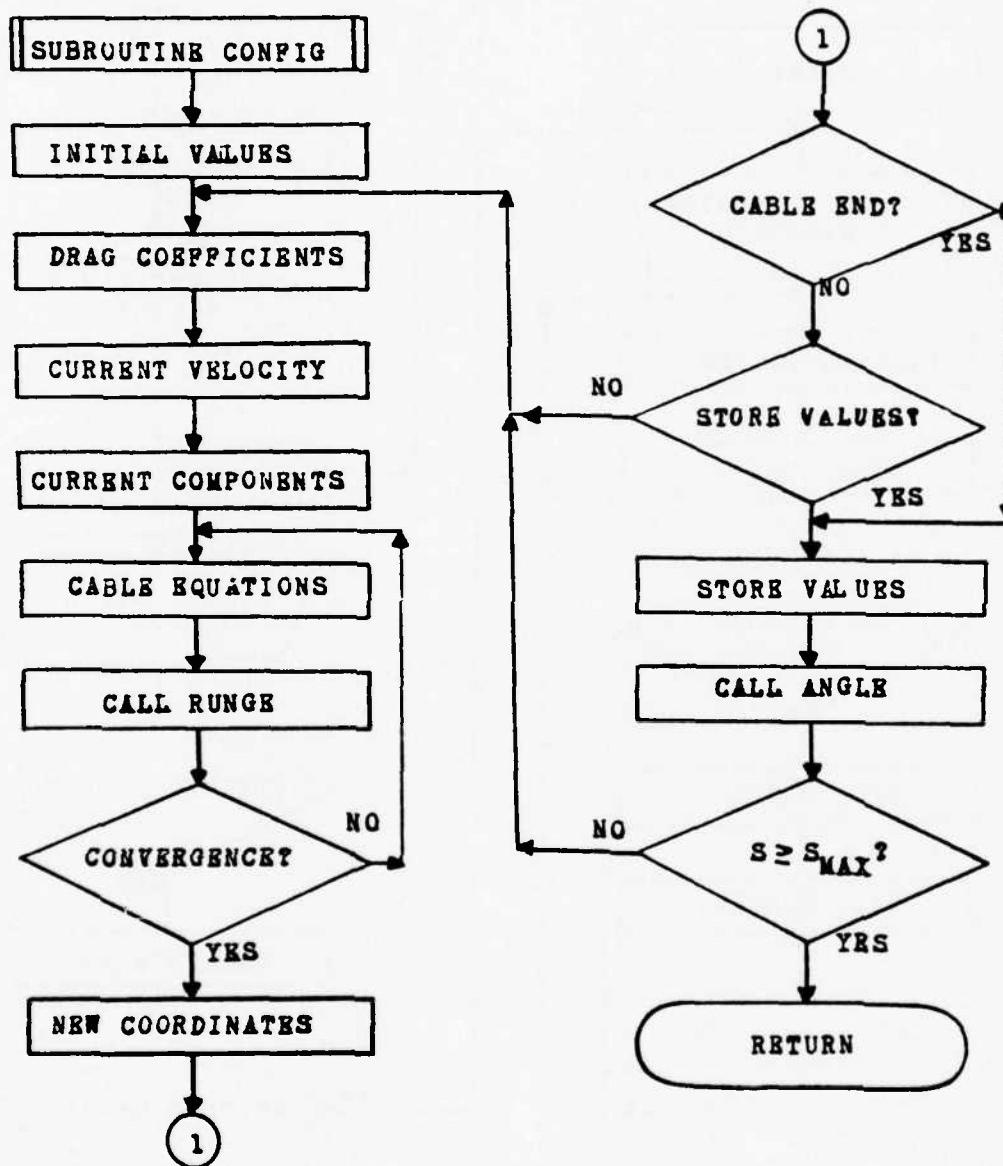


Figure C-9. Flow Chart for Subroutine CONFIG

149.

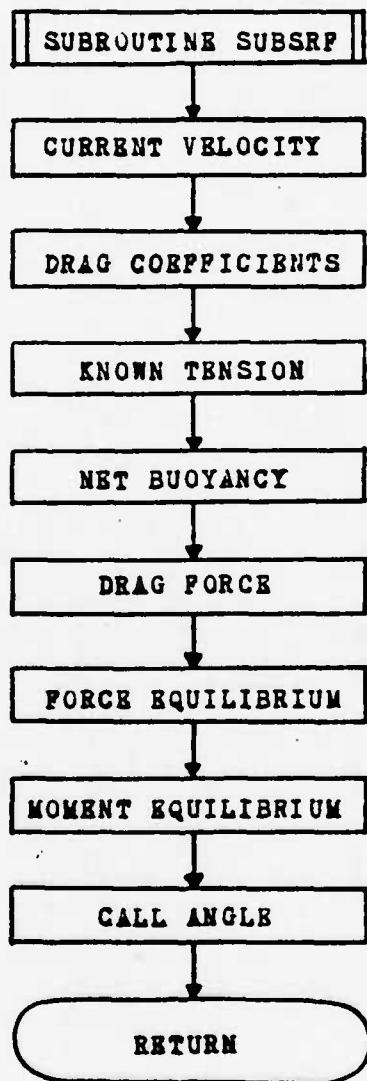


Figure C-10. Flow Chart for Subroutine SUBSRP

150.

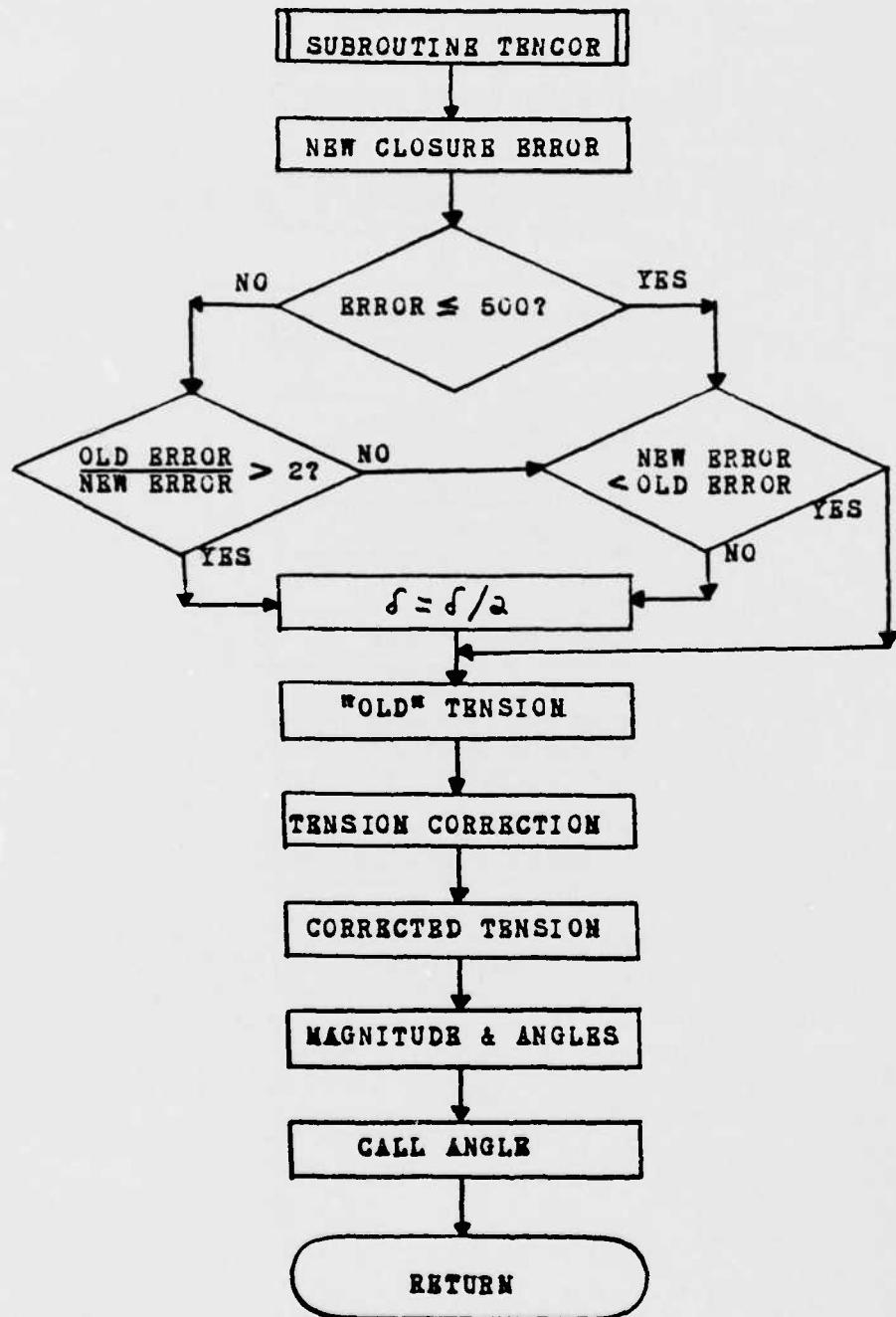


Figure C-11. Flow Chart for Subroutine TENCOR

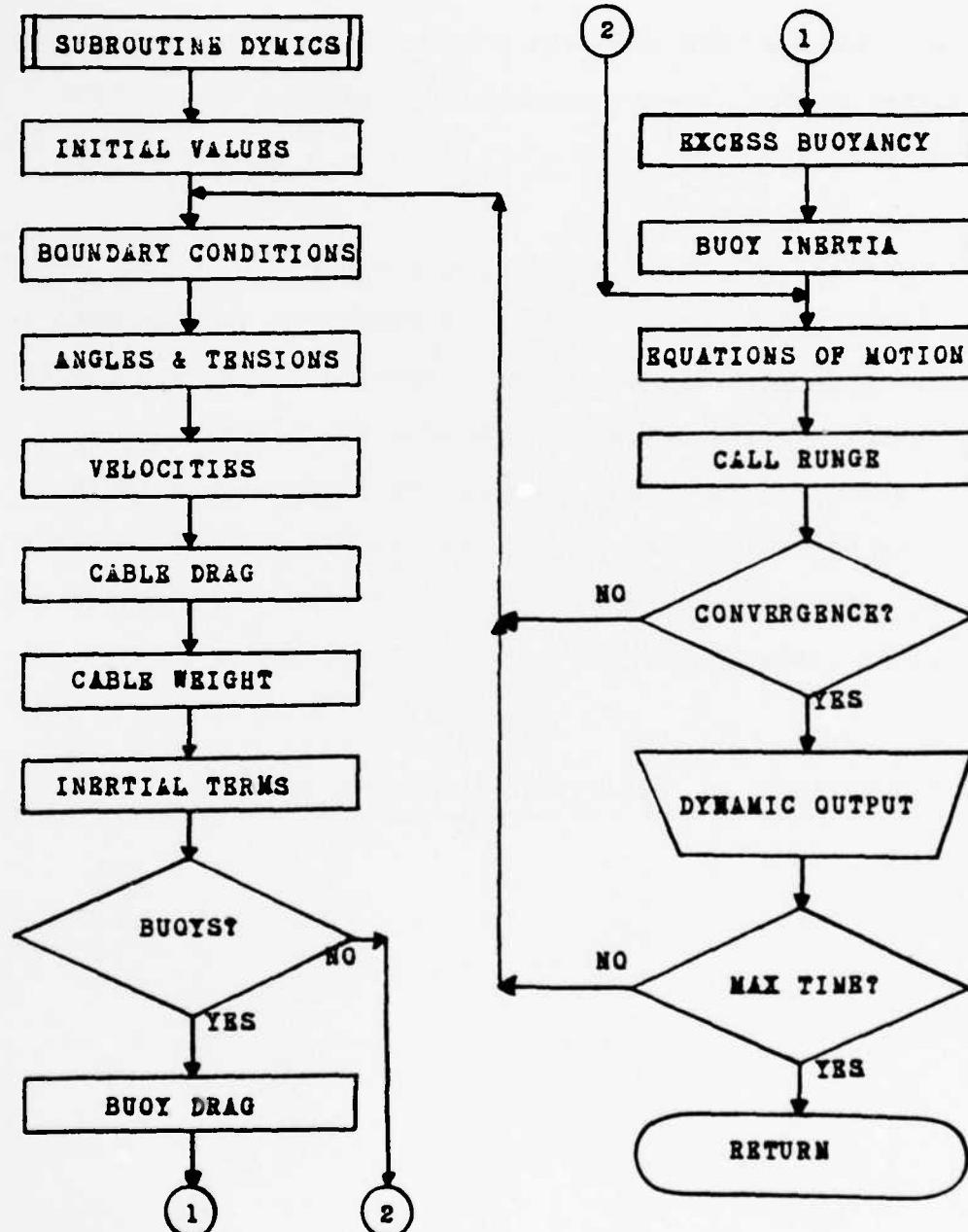


Figure C-12. Flow Chart for Subroutine DYNAMICS

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accelerations, and tensions of the system when it is being excited by the dynamic motions of a surface ship. (See figure C-12.)

C.5 Input Data Cards

The program was designed to allow the user as much freedom as possible in choosing various parameters for the system. Thus, maximum use was made of inputting data. The order and format of each parameter of each card required for the steady state model is given below in table C-1. (Do not include cards 3 to 203 if IDYNAMIC = 0; do not include cards 104 to 203 if BETA = 0 or 180.)

CARD NUMBER	PARAMETER	COLUMNS	FORMAT
1	NCB NCD NCK IDYNAMIC IPLOT	1-10 11-20 21-30 31-40 41-50	I10 I10 I10 I10 I10
2	RPSLNA NOITER	1-10 11-20	F10.2 I10
3	BETA TMMAX	1-10 11-20	F10.6 F10.5
4-103	AMPZ OMEGAZ PHANGZ	1-10 11-20 21-30	F10.4 F10.4 F10.4

Table C-1. Order of Input Data Cards

CARD NUMBER	PARAMETER	COLUMNS	FORMAT
104-203	AMPX OMEGAX PHANGX	1-10 11-20 21-30	F10.4 F10.4 F10.4
204	XCHAR YCHAR ZCHAR XCHRR YCHRR ZCHRR VELX VELY VELZ TBN TIM	1-6 7-12 13-18 19-24 25-30 31-36 37-42 43-48 49-54 55-60 61-66	A6 A6 A6 A6 A6 A6 A6 A6 A6 A6 A6
205	CX D CY CB THEC	1-10 11-20 21-30 31-40 41-50	F10.9 F10.9 F10.9 F10.9 F10.9
206	IBUOY EA PA RB PB	1-10 11-20 21-30 31-40 41-50	I10 F10.2 F10.2 F10.2 F10.2
207	SAD RAD WAD DAD DSAD	1-10 11-20 21-30 31-40 41-50	F10.3 F10.3 F10.3 F10.3 F10.3
208	SEG REG WRG DEG DSEG	1-10 11-20 21-30 31-40 41-50	F10.3 F10.3 F10.3 F10.3 F10.3

Table C-1. Order of Input Data Cards (Cont'd)

CARD NUMBER	PARAMETER	COLUMNS	FORMAT
209	SGT EGT WGT DGT DSGT	1-10 11-20 21-30 31-40 41-50	F10.3 F10.3 F10.3 F10.3 F10.3
210	TITLE	1-6	A6
211	G H ICASK	1-10 11-20 21-30	F10.2 F10.2 I10

Table C-1. Order of Input Data Cards (Cont'd)

The parameters used in table C-1 may be described as follows:

NCB = number of times cards 210 and 211 will be repeated for one set of values of cards 1 thru 209.

NCD = number of times cards 206 thru 211 will be repeated for one set of values of cards 1 thru 205.

NCK = number of times card 206 will be repeated for one set of values of cards 1 thru 204.

IDYNAMIC = 0 if only the steady state model is desired.
= 1 if both the steady state and dynamic models are desired.

IPLOT = 0 if no plots are desired.
= 1 if plots are desired.

BPSLNA = maximum closure error at ship (feet) for steady state model.

NOITER = maximum number of iterations per case for steady state model.

BETA = ship heading in degrees (following α_{aa} = 0° , beam α_{aa} = 90° , head α_{aa} = 180°).

TMAX = length of time in seconds for which the dynamic simulation is desired.

AMPZ = amplitude in feet of heave of ship at frequency OMEGAZ (in radians) and phase angle PHANGZ (in radians).

AMPX = amplitude in feet of sway of ship at frequency OMEGAX (in radians) and phase angle PHANGX (in radians).

XCHAR,
YCHAR,
ZCHAR = labels on x-axis, y-axis, and z-axis respectively on plots of steady state model.

XCHRR,
YCHRR,
ZCHRR = labels on x-axis, y-axis, and z-axis respectively on plots of dynamic model.

VELX,
VELY,
VELZ = labels for velocity components in x, y, and z directions respectively on plots of dynamic model.

TEN = label for tension on plots of dynamic model.

TIM = label for time on plots of dynamic model.

CX = current speed in knots at the surface.

D = depth in feet above which the current variation is exponential and below which the current variation is linear.

CY = current speed in knots at depth D

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- CB = current speed in knots at ocean bottom.
- THBC = current direction in degrees, measured positive counterclockwise from the y-axis.
- I_BUOY = total number of buoys (0, 1, or 2).
- EA = excess buoyancy in pounds of first buoy (displacement minus buoy air weight).
- PA = density of first buoy in pounds per cubic foot.
- EB = excess buoyancy in pounds of second buoy.
- PB = density of second buoy in pounds per cubic foot.
- SAD = unstretched length of cable in feet between the anchor and the first buoy (between the anchor and ship if no buoys); this length of cable is referred to as the first segment.
- EAD = modulus of elasticity in pounds per square inch of the first segment.
- WAD = weight in water of first segment in pounds per foot.
- DAD = outside diameter in inches of first segment.
- DSAD = strength member diameter in inches of first segment (See figure 1.).
- SEG = unstretched length of cable in feet between the first buoy and the second buoy (between the first buoy and ship if only one buoy); this length of cable is referred to as the second segment
= if no buoys
- BEG,
WEG,
DEG,
DSEG -- are analogous to EAD, WAD, DAD, and DSAD respectively, except that they refer to the second segment
= if no buoys

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SGT = unstretched length of cable in feet between
the second buoy and the ship; this length of
cable is referred to as the third segment.
= 0 if no buoys or only one buoy.

BGT,
WGT,
DGT,
DSGT = are analogous to BAD, WAD, DAD, and DSAD
respectively except that they refer to the
third segment.
= 0 if no buoys or only one buoy.

TITLE = title printed on all plots.

G = projected length in feet in the horizontal
plane between the anchor and the ship.

H = water depth in feet.

ICASE = case number.

The order of the cards resembles a large DO loop for
the program:

(DATA CARDS 1 THRU 204)
DO 1 NCBC = 1, NCB
(DATA CARD 205)
DO 2 NCDC = 1, NCD
(DATA CARDS 206 THRU 209)
DO 3 NCBC = 1, NCB
(DATA CARDS 210 THRU 211)
3 CONTINUE
2 CONTINUE
1 CONTINUE

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Thus, there is only one of cards 1 thru 204, there are NCB of card 205, there are NCB X NCD of cards 206 thru 209, and there are NCB X NCD X NCB of cards 210 and 211.

This means that the ship's position and water depth are varied first, then the parameters of the cables and buoys, and finally the current velocity.

C.6 Program Convergence and Limitations

The steady state program has been applied to a number of cases; however, they have not been exhaustive. Convergence for the iteration process which finds the tension at the anchor has been found to take place after about 18 to 26 iterations.

Problems have been encountered with certain configurations. Very high tension cases, where the cable must elongate a good deal, are slow to converge. For example, in one such case, the maximum tensions in the cable reached 30,000 pounds after 70 iterations. (Higher tensions were expected.) For the purposes of this study, though, tensions of this magnitude will not exist. (The maximum allowable steady state tension is 8000 pounds due to material limitations.)

Slack cases have also had problems with convergence. A slack mooring, as used here, is defined to be a configuration in which a portion of the lower section of cable remains on the bottom (that is, it lies in the horizontal

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plane). For this study, such cases are not of interest for two reasons. First, such tensions will always be in the acceptable range. Second, a slack cable is undesirable because of possible problems with the cable tangling itself.

It should be noted that the program does not account for certain physical constraints on the cable attachment at a subsurface buoy. Certain cases may produce a configuration where the cable "goes inside" the buoy. The program cannot apply this geometrical limitation to the cable angles at the buoy.

This program was run on a UNIVAC 1108 digital computer at the Naval Underwater Systems Center. The approximate CPU time in the steady state was two minutes per case, where the closure error (EPSLNA) was taken to be 10 feet. Approximate CPU time for the dynamic model in minutes was given by

$$\text{CPU time} = 0.004 \left(\frac{\text{TMMAX}}{b} \right)$$

where TMMAX is time in seconds the system is allowed to run and b is the step size in time (seconds).

Appendix D

SHIP DESCRIPTION

The ship used in this study is one of the Agor class. Its parameters are given in tables D-1 and D-2, where the terms are defined to be:

CB	: block coefficient, defined as volume of the displaced fluid divided by (midship beam • midship draft • ship length between perpendiculars) (nondimensional)
XLBP	: ship length between perpendiculars (feet)
BEAM	: midship beam (feet)
DRAFT	: midship draft (feet)
XCG	: longitudinal center of gravity measured from the waterline (positive up) (feet)
VCG	: vertical center of gravity measured from the waterline (positive up) (feet)
GM	: metacentric height (feet)
RYY	: radius of gyration about the y-axis (feet)
RXX	: radius of gyration about the x-axis (feet)
RZZ	: radius of gyration about the z-axis (feet)
XZI	: mass moment of inertia about the x-z axis (slug • feet squared)
WSURFA	: wetted surface (feet squared)
ST	: station number (P.P.= 0, A.P.= 10) (nondimensional)
XI	: distance to ship station ST measured from amidship positive forward (feet)

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YM : full beam at waterline of station ST (feet)
ZM : draft at station ST (feet)
SIGMA : area coefficient of station ST (defined as section area divided by beam • draft of station ST) (nondimensional)
ZCB : vertical center of buoyancy of station ST measured from the waterline positive up (feet)
GIRTH : girth of ship station ST (feet)
ALPH : angle between ship side and vertical, required only for IWBK = 1 (degrees)
IWBK = 1 : sections with a deep U or V shape and small radius at the keel (typically at the forward portion of the ship)
IWBK = 3 : sections having a triangular shape as the extreme aft section of a cruiser stern ship
IWBK = 4 : sections which are unlikely to produce eddies as the ship rolls

Figure D-1 indicates the coordinate system used at the ship. (This is for the seakeeping program only.)

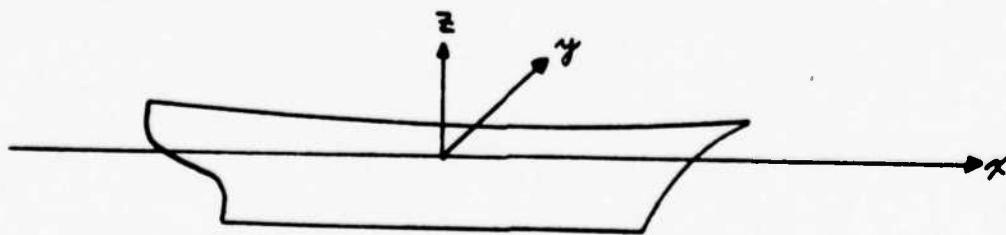


Figure D-1. Coordinate System of Ship

The (x, y, z) coordinates of the point for which motion computations were performed are (98.0, 0, 0). The x coordinate of the origin for motion computations was assumed to be the same as the XCG of the ship. Regular wave frequencies (wave length / ship length) used in this study are given as: 0.2, 0.3, 0.4, 0.5, 0.6, 0.7, 0.8, 0.9, 1.0, 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.0, 2.25, 2.5, 2.75, and 3.0.

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CB	= 0.43
XLBP	= 196.0
BEAM	= 39.0
DRAFT	= 14.25
XCG	= -2.0
VCG	= 3.1
GM	= 1.96
RYY	= 49.0
RXX	= 15.6
RZZ	= 49.0
XZI	= 0.0
WSURFA	= 8073.0

Table D-1. Ship Parameters

ST	XI	YM	ZM	SIGMA	ZCB	GIRTH	ALPH	IWBK
0	98.0	0.0	0.0	0.000	0.0	26.8	10.0	4
1	88.2	4.2	13.2	0.638	-4.3	29.8	1	1
2	78.4	9.0	13.8	0.598	-4.4	38.7	1	1
3	68.8	18.8	13.9	0.678	-4.4	66.6	1	1
4	59.2	28.6	14.1	0.736	-4.8	71.5	4	4
5	49.6	36.0	14.2	0.768	-5.0	84.9	4	4
6	0.0	33.0	14.2	0.792	-5.1	90.8	4	4
7	-19.6	39.3	14.2	0.736	-4.9	92.3	4	4
8	-39.2	36.4	14.1	0.644	-4.6	77.4	4	4
9	-58.8	31.6	14.0	0.604	-3.8	61.0	3	3
10	-78.4	20.2	13.9	0.336	-3.0	56.6	3	3
11	-88.8	11.6	3.0	0.488	-1.2	23.8	3	3
12	-98.0	0.0	0.0	0.000	0.0	0.0	4	4

Table D-2. Ship Station Parameters

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Appendix B

COMPUTER PROGRAM LISTING

This appendix contains the program used to simulate
the cable-buoy-ship systems described in this study.

WURSI STATE AUT
FH 04156:42 1.0
MAIN PHUHAA

SIGHAUS USEU: LODE(1) 0032271 DATA(0) C043701 BLANK COMMON(2) 0000000

LATERIAL REFERENCES (BLOCK, NAME)

0003	C01w16
0004	SUMDF
0005	LEMOM
0006	MOUL56
0007	SEL56
0010	DEG113
0011	UBJ16
0012	SUBJ16
0013	GRP13U
0014	PH13U
0015	SP463D
0016	PALE6
0017	SUBJ6
0020	GRAPH6
0021	POINT6
0022	LINES6
0023	EX116
0024	LYM16
0025	NFT16
0026	MFL16
0027	N1023
0030	AL00
0031	CBH1
0032	RPK13
0033	SWH1
0034	NS10PS

STORAGE ASSIGNMENT (BLOCK, TYPE, RELATIVE LOCATION, NAME)

0000	003706 10t	0001	C03106 1030L	0001	001770 10416	0001	C03135 1050L	0001	002027 1076G
0040	003736 10f	0000	C03701 11f	0000	003782 110f	0001	003207 1100L	0001	001407 111L
0000	003756 112f	0001	C02064 11266	0001	001413 113L	0000	003700 12f	0000	003765 120f
0001	002320 1226u	0001	002356 12256	0001	002415 12646	0001	000333 1356	0001	003022 1306
0001	003047 13756	0001	003075 14116	0001	003110 14246	0001	000057 1516	0000	004014 160f
0001	001430 1611	0000	004027 162F	0001	001442 163L	0001	000072 1666	0000	004041 170f
0000	004053 176f	0000	004054 189F	0001	001473 195L	0000	003721 20F	0000	003715 21f
0000	004066 <10f	0010	004076 212F	0001	000154 22L	0000	004121 220F	0000	004104 226f
0001	001635 43L	0001	001637 230L	0000	003714 24F	0000	004142 240F	0001	004163 243L
0001	001633 244L	0000	003723 25F	0000	004152 250F	0000	003710 26F	0000	004166 260F
0001	001630 261L	0001	001664 262L	0001	001677 263L	0000	004176 270F	0001	000116 28L
0000	00405 460f	0001	000451 30L	0001	00076 35f	0001	000070 35L	0001	000070 35L
0000	00405 350f	0000	004236 360f	0000	004267 361f	0001	001777 362L	0001	000076 37L
0001	000156 39L	0000	004273 380f	0001	000252 39L	0000	004300 390F	0000	003717 40f
0001	004308 410f	0000	004313 419f	0001	002110 421L	0000	004310 430F	0000	003725 46f
0001	000627 48L	0001	000730 49L	0001	001112 491L	0001	001133 492L	0001	001153 493L
0001	004071 51L	0001	C01362 550L	0001	001010 56L	0001	001105 59L	0001	002543 609L

189.

170.

175.


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5420 IF (XT(14) .GE. XMAX) XMAX=XT(14)
5430 IF (YT(14) .LT. YMAX) YMAX=YT(14)
5440 IF (ZT(14) .GE. ZMAX) ZMAX=ZT(14)
640 CONTINUE
IF (IBUOY.EQ.1) GO TO 600
DO 650 NZ=1,NU
IF (AU(N),LE.,AMIN) X=A=XU(N)
IF (AU(N),GE.,AMAX) X=A=XU(N)
IF (RU(N),GE.,YMAX) Y=A=YU(N)
IF (RU(N),LT.,YMIN) Y=A=YU(N)
IF (ZU(N),GE.,ZMAX) Z=A=ZU(N)
IF (ZU(N),LT.,ZMIN) Z=A=ZU(N)
650 CONTINUE
660 CONTINUE
CALL SURJEL(P,AMIN,YMIN,XMAX,YMAX)
CALL GRAPIC(P,0.5,YS,6,XCHAR,6,YCHAR,6,TITLE)
CALL POINTG(P,L5,I5,T5)
CALL LINESG(P,L5,X5,T5)
IF (IBUOY.EQ.0) GO TO 600
CALL POINTG(P,L1,I1,Y1)
CALL LINESG(P,L1,X1,Y1)
IF (IBUOY.EQ.1) GO TO 600
CALL PUNIG(P,LU,XU,YU)
CALL LINESG(P,LU,XU,YU)
600 CONTINUE
CALL PAGEG(P,0,1,1)
CALL SURJEL(P,YMIN,ZMIN,YMAX,ZMAX)
CALL GRAPIC(P,0.5,YS,6,ZCHAR,6,ZCHAR,6,TITLE)
CALL POINTG(P,L5,I5,2S)
CALL LINESG(P,L5,X5,2S)
IF (IBUOY.EQ.0) GO TO 610
CALL POINTG(P,L1,I1,2T)
CALL LINESG(P,L1,X1,2T)
IF (IBUOY.EQ.1) GO TO 610
CALL PUNIG(P,LU,YU,ZU)
CALL LINESG(P,LU,YU,ZU)
610 CONTINUE
CALL PAGEG(P,0,1,1)
CALL SURJEL(P,AMIN,ZMIN,YMAX,ZMAX)
CALL GRAPIC(P,0.5,YS,6,ZCHAR,6,ZCHAR,6,TITLE)
CALL POINTG(P,L5,I5,2S)
CALL LINESG(P,L5,X5,2S)
IF (IBUOY.EQ.0) GO TO 620
CALL POINTG(P,L1,I1,2T)
CALL LINESG(P,L1,X1,2T)
IF (IBUOY.EQ.1) GO TO 620
CALL PUNIG(P,LU,YU,ZU)
CALL LINESG(P,LU,YU,ZU)
620 CONTINUE
CALL PAGEG(P,0,1,1)
CALL EXITG(P)
999 CONTINUE
01351 5540 5540
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579*
013u2 580*          DS1(N)=USAU/12.
013u3 581*          DO11(N)=UAU/12.
013u4 582*          ECU(N)=EAU*14.
013u5 583*          WCB(N)=EAU
013u6 583*          1000 CONTINUE
013u7 584*          IF (LUU0,EE,0) GO TO 1030
013u8 585*          N=NSG1+1
013u9 586*          N=NSG1+N62
013u10 587*          DO 1010 N=N1,N4
013u11 588*          DS1(N)=USAU/12.
013u12 589*          DO11(N)=DEG/12.
013u13 590*          ECU(N)=EEU*14.
013u14 591*          WCB(N)=EEU
013u15 592*          1010 CONTINUE
013u16 593*          IF (LUU0,EE,0) GO TO 1030
013u17 594*          N=N1,N4
013u18 595*          N=3=N1,N5,N3
013u19 596*          DO 1020 N=N1,N3
013u20 597*          DS1(N)=DSG1/12.
013u21 598*          DO11(N)=DGT/12.
013u22 599*          ECH1(N)=EG1*14.
013u23 600*          WCA(N)=EG1
013u24 601*          1020 CONTINUE
013u25 602*          1030 CONTINUE
013u26 603*          DO 1040 N=1,6
013u27 604*          RADIN1=N.
013u28 605*          EXB(N)=0.
013u29 606*          NT(N)=0.
013u30 607*          1049 CONTINUE
013u31 608*          IF (LUU0,EE,0) GO TO 1050
013u32 609*          NAD1(N)=RA
013u33 610*          EAU1(N)=EA
013u34 611*          NT(N)=0
013u35 612*          IF (LUU0,EE,0) GO TO 1050
013u36 613*          RAD1(N)=RA
013u37 614*          EXB1(N)=RB
013u38 615*          NT(N)=B
013u39 616*          1050 CALL UTMC(XIAY(Y,Z1Z,DS,ECB,DL,G,H,C,C,D,TIEC,
013u40 617*          LUU0,KIN,BACH,IBUY,ERB,W1,TMAX,XCHAR,YCHAR,ZCHAR,XCHAR,
013u41 618*          Z,TCRNN,ZCRNN,VEL,VEL2,TEN,TIM,TITLE,IPLUT,AMPX,AMPZ,0,EGAX,
013u42 619*          ZONEGAZ,PHANOX,PHANGZ)
013u43 620*          1100 CONTINUE
013u44 621*          C
013u45 622*          GO BACK TO BEGINNING OF PROGRAM TO READ IN NE» VALUES FOR NEXT
013u46 623*          CASE OR END PROGRAM
013u47 624*          C
013u48 625*          C
013u49 626*          IF (INCBC,L1,M0) GO TO 39
013u50 627*          IF (INCUC,L1,M0) GO TO 38
013u51 628*          IF (INCCL1,M0) GO TO 26
013u52 629*          STOP
013u53 630*          ENDO

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Digitized by srujanika@gmail.com

STOMATE USE: (out:1) 0014671 UAI1(0) C003211 BLANK COMMON(2) 000000

COLLEGE OF ARTS & SCIENCES (מכללה למדעים)

NAME _____

0001	000104	100L	0001	000107	110L	0001	000737	120L
0001	000443	19L	0001	000247	20L	0001	000955	30L
0001	000172	50L	0001	000161	60L	0001	001031	64L
0001	000161	90L	0000	000137	B	0000	000152	CD
0000	000051	100L3	0000	000154	CDF	0000	000153	CDT
0000	000065	100L3	0000	000166	10A	0000	000167	DY
0000	100030	10KEEP	0000	000223	11-10PS	0000	100042	K
1000	000000	N	0000	000146	RL	0000	000132	S
0000	000025	STEST	0000	000131	STR	0000	000155	U
0000	000045	VC	0000	000161	VCC	0000	000157	V
0000	000126	WCCC	0000	000133	X	0000	000134	Y

INITIAL VALUES OF PARAMETERS

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INITIAL VALUES OF PARAMETER
SEG=SEG
SEG1=SEG1
BCC=BCC
IF INP1.EQ.1) GO TO 100
SEL=SEL+SL
GO TO 110
CONTINUE
SEL=SEL-SL
CONTINUE
L2

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190
00117      INTLP=0
00118      SS(1)=S1
00119      SS(1)=S01
00120      AS(1)=X1
00121      YS(1)=E1
00122      ZS(1)=Z1
00123      TS(1)=T1
00124      TH(1)=TH1/G.01745
00125      PH(1)=PH1/0.0145
00126      STH=S1
00127      S=S01
00128      X=X1
00129      Y=Y1
00130      Z=Z1
00131      R(1)=T1
00132      R(2)=M1
00133      R(3)=PH1
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181.

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760 C SPECIFY ON CALLERIE NORMAL AND TANGENTIAL LIGA COEFFICIENTS
770 C
780 C FOR CABLE
790 C RE IS METHODUS MU,,OEN
800 C
810 C REFERENCE/L,1,L,2,L,3
820 C
830 C CON1=1.2*E1*(1-1/(E-2.0E2)/R,0E3)11
840 C CON2=0.9*IL*XP1*(RE-2.5E3)/4,3E4)11
850 C
860 C CON3=1.2
870 C IF(HE.GE.2.0E2,AN,HE,L,1,2,5E3) CONECON1
880 C IF(HE.LE.2.5E2,AN,RE,L,1,1,5E4) CONECON1
890 C IF(HE.LE.1.5E2,AN,RE,L,1,2,0E5) CONECON3
900 C IF(HE.LE.1.0E2,AN,RE,L,1,1,2E5) CONECON3
910 C CD1=0.0661EAN(1-(1/(RE-2.0E3)/2.2E3))11
920 C IF(HE.LE.2.0E2,0.0E1,CD1)=CD1
930 C
940 C CALCULATE CURRENT COMPONENTS III INERTIAL COORDINATES
950 C
960 C
970 C
980 C
990 C
1000 C
1010 C
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1330      REM+DA
00400      1340      T=+01
00401      1341      Z=+02
00402      1350      C   IC IS A COUNTER SO THAT THE COORDINATES AND TENSION +L, +E
00403      1350      C   STORED WITH SPECIFIC INTERVALS
00404      1350      C
00405      1350      C
00406      1350      C
00407      1350      C
00408      1350      C
00409      1350      C
00410      1400      IF (S.LL,SLL) GO TO 120
00411      1410      IF (S.LL,SLL) GO TO 130
00412      1410      CONTINUE
00413      1450      L11HNE1EX
00414      1450      T11LMENT1EV
00415      1450      D11LMENT1EV
00416      1450      D11LMENT1EV=5.01
00417      1460      S01ES
00418      1470      STEST=S1/S16
00419      1470      L11MEN=L11M+1
00420      1470      CONTINUE
00421      1500      130  CONTINUE
00422      1500      1C=C+1
00423      1520      IF (S.LL,ANP,EP,1) GO TO 64
00424      1520      IF (S.LL,ANP,EP,2) GO TO 64
00425      1530      IF (C,L1,C,L1) GO TO 49
00426      1530      CONTINUE
00427      1530      CALL ANGLE(R12),R13),1/
00428      1540      1C=0
00429      1540      ZAP=H-2
00430      1540      IF (ZAP,0,E,CX) ZAP=DXA
00431      1540      ZAPM=-ZAP+C22
00432      1540      ZAP=H-2
00433      1610      IF (C,G1,M) ZAPM=0,
00434      1620      IF (C,AAG,XP(ZAPM)),1.669
00435      1620      VC=(C,AAG,XP(ZAPM)),1.669
00436      1640      IF (LAP,LE,UL) GO TO 10
00437      1650      VC=CH*(1.689+(L/(H-DX))+(VC-CB*1.09))
00438      1650      CONTINUE
00439      1670      1C=0
00440      1680      S11L1ESTR
00441      1680      S11L1=S
00442      1680      X11L1=4
00443      1710      X11L1=4
00444      1710      Y11L1
00445      1710      Z11L1=2
00446      1710      TS11J=H11U
00447      1710      TS11J=H11U
00448      1710      TS11J=H11U
00449      1710      TS11J=H11U
00450      1710      TS11J=H11U
00451      1750      TS11J=H11U
00452      1750      TS11J=H11U
00453      1750      TS11J=H11U
00454      1750      TS11J=H11U
00455      1750      TS11J=H11U
00456      1770      TS11J=H11U
00457      1770      TS11J=H11U
00458      1770      TS11J=H11U
00459      1770      TS11J=H11U
00460      1790      C   RETURN TO MAIN PROGRAM IF END OF CARL SEGMENT HAS BEEN REACHED
00461      1810      C
00462      1820      IF (S.GE.SLL,ANP,EP,1) GO TO 90
00463      1830      IF (S.LL,SLL,ANP,EP,2) GO TO 90
00464      1840      L=L+1
00465      1850      GO TO 49
00466      1860      CONTINUE
00467      1870      SF=SM
00468      1880      S11=S
00469      1890      XF=XX
00470      1890      C

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001226	
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001466	
	YI = Y
	ZF = Z
	TF = H(1)
	HF = H(2)
	PAHF = H(1)
	UM = UM + 12.0
	DDSU0 = 12.0
	WC = MCCC
	RETURN
	END
001252	190*
001253	191*
001254	192*
001255	193*
001256	194*
001257	195*
001258	196*
001259	197*
001260	198*
001261	199*
001262	199*

END OF COMPIRATION

NU DIAGNOSTICS.

EFUN:SI MNUDEFIN.HUB
FUK UEGO=01/11/77-04)57:19 (0)

SUBROUTINE MNUDEFIN
ENHRT POINTI 000133

STOHNK LSTL1 CUST(1) 0001621 UAT(A10) 0001041 BLANK COMMON(12) 0000000

LATCHED REFERENCES (BLOCKS, NAME)

0003 DEMNS
0004 DEMNS

STRUCTURE ASSIGNMENT (BLOCK, TYPE, ALIASING LOCATION, NAME)

STRUCTURE	ASSIGNMENT	TYPE	ALIASING LOCATION	NAME
0001	000020 IL	0001	000120 10L	0001
0001	000027 JL	0001	000031 4L	0001
0001	M 000053 A	0000 1	C00052 1	0000

10 SUBROUTINE HUNGGE(N,Y,U,X,H,M,K)
DIMENSION T(42),D(42),L(42)
N=40
M=10
K=5
1 DO 10 I=1,N
2 Q(I)=0.
0011 60
0012 70
0013 80
0014 90
0015 100
0016 110
0017 120
0018 130
0019 140
001A 150
001B 160
001C 170
001D 180
001E 190
001F 200
001G 210
001H 220
001I 230
001J 240
001K 250
001L 260
001M 270
001N 280
001O 290
001P 300
001Q 310
001R 320
001S 330
001T 340
001U 350
001V 360
001W 370
001X 380
001Y 390
001Z 400
001AA 410
001AB 420
001AC 430
001AD 440
001AE 450
001AF 460
001AG 470
001AH 480
001AI 490
001AJ 500
001AK 510
001AL 520
001AM 530
001AN 540
001AO 550
001AP 560
001AQ 570
001AR 580
001AS 590
001AT 600
001AU 610
001AV 620
001AW 630
001AX 640
001AY 650
001AZ 660
001BA 670
001CA 680
001DA 690
001EA 700
001FA 710
001GA 720
001HA 730
001IA 740
001JA 750
001KA 760
001LA 770
001MA 780
001NA 790
001OA 800
001PA 810
001QA 820
001RA 830
001SA 840
001TA 850
001UA 860
001VA 870
001WA 880
001XA 890
001YA 900
001ZA 910
001AA 920
001BA 930
001CA 940
001DA 950
001EA 960
001FA 970
001GA 980
001IA 990
001JA 1000
001KA 1010
001LA 1020
001MA 1030
001NA 1040
001OA 1050
001PA 1060
001QA 1070
001RA 1080
001SA 1090
001TA 1100
001UA 1110
001VA 1120
001WA 1130
001XA 1140
001YA 1150
001ZA 1160
001AA 1170
001BA 1180
001CA 1190
001DA 1200
001EA 1210
001FA 1220
001GA 1230
001IA 1240
001JA 1250
001KA 1260
001LA 1270
001MA 1280
001NA 1290
001OA 1300
001PA 1310
001QA 1320
001RA 1330
001SA 1340
001TA 1350
001UA 1360
001VA 1370
001WA 1380
001XA 1390
001YA 1400
001ZA 1410
001AA 1420
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001CA 1440
001DA 1450
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001JA 1500
001KA 1510
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001NA 1540
001OA 1550
001PA 1560
001QA 1570
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001TA 1600
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001AA 1670
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001IA 1740
001JA 1750
001KA 1760
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001MA 1780
001NA 1790
001OA 1800
001PA 1810
001QA 1820
001RA 1830
001SA 1840
001TA 1850
001UA 1860
001VA 1870
001WA 1880
001XA 1890
001YA 1900
001ZA 1910
001AA 1920
001BA 1930
001CA 1940
001DA 1950
001EA 1960
001FA 1970
001GA 1980
001IA 1990
001JA 2000
001KA 2010
001LA 2020
001MA 2030
001NA 2040
001OA 2050
001PA 2060
001QA 2070
001RA 2080
001SA 2090
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001VA 2120
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001YA 2150
001ZA 2160
001AA 2170
001BA 2180
001CA 2190
001DA 2200
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001MA 2280
001NA 2290
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001SA 2340
001TA 2350
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001VA 2370
001WA 2380
001XA 2390
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001FA 2970
001GA 2980
001IA 2990
001JA 3000
001KA 3010
001LA 3020
001MA 3030
001NA 3040
001OA 3050
001PA 3060
001QA 3070
001RA 3080
001SA 3090
001TA 3100
001UA 3110
001VA 3120
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001YA 3150
001ZA 3160
001AA 3170
001BA 3180
001CA 3190
001DA 3200
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001MA 3280
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001QA 3320
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001PA 98

INFO. SI ANGLE,ANGLE
FOR 0620-01/11/77-UN157/21 (0)

SUBROUTINE ARGUE

ENEMY POINT 000064

SIMONE USEUL CURE(11) 0000075) DATA(01 0000171 BLANK COMMON(12) 000000

CATERING REFERENCES (BLOCK, NAME)

00013 REN39

SUBROUTINE ASSIGNMENT (BLOCK, TYPE, RELATIVE LOCATION, NAME)

0001	000023	A156	0001	000023	40%	0001	000034	410L		
0000	R	C0000	A	0000	000011	INPS	0000	1	000005	R
0000	R	000003	SEMI							

00101 J. C SUBROUTINE ANGLE(1)THETA,PHI,RAD1

00101 C THIS SUBROUTINE GETS THETA AND PHI TO BE BETWEEN -3.14 AND +3.14
00101 C RAD1ANS IF ITHAUE1 OR BETWEEN -180 AND +180 DEGREES IF NWAD=0

DIMENSION A(12)

A(1)=THETA

A(2)=PHI

IF(IWRAU.EQ.1) SEMI=3.141592259

IF(IWRAU.EQ.0) SEMI=180.0

SEMI=SEMI

SEMI=2.0*PI

DO 10 N=1,2

109 CONTINUE

IF(A(N).LT.SEMI) GO TO 910

IF(A(N).GT.SEMI) GO TO 911

60 10 N=12

910 CONTINUE

A(1)=A(1)+SEMI

60 TO 909

911 CONTINUE

A(1)=A(1)-SEMI

60 10 N=9

912 CONTINUE

10 CONTINUE

THE.TA=A(1)

PHI=A(2)

NETURN

LNU

LNU OF COMPUTATION: LU DIAGNOSTICS.

185.

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ENHANCED POLY(AMIDIC AMIDES) 63

Count (1) 0007361 DAI A1G) 2001-201 BLANK COMMON (2) 000000

THE BIBLE AND THE CHURCH

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2010 SURVEY

SIGNAL ASSIGNMENT (LUCK, TYPE, RELATIVE LOCATION, HAVE)

0001	000546	19L	0301	000443	50L	0001	000502	55L	0001	000626	AEX
0001	000546	19L	0301	000443	50L	0001	000502	55L	0001	000626	99L
0001	H	000024	AET	0000	R	000024	AET	0000	R	000013	CNS
0001	R	000007	CDS1	0000	H	000010	CDS2	0000	H	000011	CDS3
0001	R	000035	CDS2	0000	H	000010	CDS2	0000	R	000012	CDS4
0001	I	000030	CERION	0000	H	000036	INJP3	0000	R	000012	DFY
0001	M	000033	THEU2	0000	H	000015	TBEDX	0000	R	000013	TRDEX
0001	M	000026	THEU2	0000	H	000005	WC	0000	H	000017	TBEDZ
0001	M	000041	THEU2	0000	H	000005	Z	0000	H	000014	XAPM
0001	M	000003	XAPM	0000	H	000003	XAP	0000	R	000004	ZTAP

CALCULATE CURRENT MAGNITUDE AND DIRECTION		
00111	10	C
00111	40	C
00111	30	C
00111	40	C
00111	50	C

```

    74      A=10.3
    75      V=10.4
    76      Y=10.5
    77      Z=10.0
    78      2AP-E-Z
    79      1F (EAV-GF-LX1) 2AF:=JX4
    80      2AP-E-ZAPC<2
    81      2AP-E-ZAPH-2
    82      1F (E-U111) 2AF=0.
    83      VC=(CAAE*AP(ZAPH))*.1.669
    84      IF (FLAP LE 11) GO TO 19
    85      VC=EL.1.669+(Z/1H-DXA)+(V-C-CU*1.669)
    86      14 CONTINUE
    87      C SPLIFT COEFFICIENT OF LRAF FOR SPHERE
    88      HE IS #PIRUS NUMBER
    89      C
    90      C
    91      C
    92      C
    93      C
    94      C
    95      C
    96      C
    97      C
    98      C
    99      C

```

187.

```

#000
C   CALCULATE TENSION COMPONENTS AT UNKNOWN POINT IN INERTIAL SYSTEM
00207  610
00207  620
00207  C   TBLX X=TBDE*Sin(THDE)*Cos(PHDE)
00211  630
00211  C   TBDE Y=TBDE*Cos(THDE)*Cos(PHDE)
00212  640
00212  C   TBDE Z=TBDE*Sin(PHDE)
00213  650
00213  C   CALCULATE COORDINATES OF UNKNOWN POINT
00213  660
00213  C   C1=(B/2,1+TBDEZ
00213  670
00213  C   C2=(B Y/2,1+TBDEY
00213  680
00213  C   C3=(OF X/2,1+TBLEX
00213  690
00213  C   US=2.0HS
00213  700
00213  C   US=2.0HS
00217  930
00217  C   ZDU=0.5*(SQR((C2/C1)*2+(C3/C1)*2+1.))
00220  940
00220  C   YDU=(C2/C1)*ZDU
00221  950
00221  C   XDU=(C3/C1)*ZDU
00222  960
00222  C   US=2.0HS
00222  970
00222  C   XDU=ZDU*YDU
00223  980
00223  C   YDU=ZDU*YDU
00224  990
00224  C   ZDU=ZDU*ZDU
00225  1000
00225  C   IEMHON=0
00226  1010
00226  C   CALL ANGLE(1,THDE,PHDE,11
00227  1010
00227  C   99  CONTINUE
00228  1020
00228  C   RETURN
00229  1030
00229  C   END
00230  1040

```

END OF COMPILETIME NO DIAGNOSTICS,

ST UNI, S1 11ENGUN, ILI, COH
FURN 0E2B-01/11/17-04197124 1.01

SEARCHED INDEXED SERIALIZED FILED ENTRY POINTI 000226

COMMUNI 21 00000000000000000000000000000000

תְּהִלָּה וְעַמְּדָה

ANGLE
SOMI
COS
SIN
AIAI.
MEKHL35

STORAGE ASSIGNMENT (LOCK): TYPE: RELATIVE LOCATION: NAME:

0001	000056	100L	0001	000211	110L	0001	000057	190L	0001	000102	230L	0001	000067	270L	
0001	000077	200L	0001	000012	300L	0001	000207	500L	0001	000043	70L	0001	000053	80L	
0000	K	000004	LULX	0000	K	000005	DELY	0000	K	000006	DELY	0000	R	000000	ERRR
0000	K	000007	TFLX	0000	R	000010	TTFL	0000	K	000011	TTFL	0000	R	000001	TTX
0000	R	000003	11Z											0000000000000000	TTY

SUBROUTINE TECOR (EPS, Y, Z, ERRORP, UELTAP, TNSONT,
A7, TISDUNK, TMC, LAM, PRIN, ENROKHN, DELTAH, LTEP, ITERS)

CALCULATE ME * CLOSURE LARUR

ERHÖHLUNG (EKKORN)

15 CLOSURE ERROR IN ACCEPTABLE RANGE

۱۷ (۲۰۰۸) ۳۰۱-۳۰۸

תְּלִימָדָה

DECREASE ULLTA IF CLOSURE ERROR IS INCREASING
UN IF OLD ENHOK IS MORE THAN 2 TIMES NEW ERROR

1

IF (ERFH=1,LE-.500,GT .60) 10 70
IF (ERFH=.61-.2.0) 10 80

If $L_{\text{HWHN}} \cdot L_1 \cdot E_{\text{KOMP}} > 60$ to 100
Utilian = $D_{\text{ELTAN}}/2$.

189.

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00165      270      60  C0-TRUE
00166      280      DELIAN=DELIA/2.
00167      290      100  CONTINUE
00168      30*      GO TO 430
00169      31*      CONTINUE
00170      32*      IF (TERIOR.LT.500.) 00 10 270
00171      33*      IF (TERIOR.GE.2.0) GO 10 280
00172      34*      CONTINUE
00173      35*      IF (TERIOR.LT.ERHORN) GO TO 300
00174      36*      DELIA=DELIA/1.2
00175      37*      GO TO 300
00176      38*      CONTINUE
00177      39*      DELIA=DELIA/1.2
00178      40*      CONTINUE
00179      41*      200  CONTINUE
00180      42*      230  CONTINUE
00181      43*      CALCULATE TENSION COMPONENTS IN INERTIAL SYSTEM
00182      44*      C
00183      45*      ITA=INSON*SAINTHE(TAT)*COS(PHTI)
00184      46*      TY=INSON*ACOS(THETAT)*COS(PHTI)
00185      47*      TZ=INSON*SIN(PHTI)
00186      48*      C
00187      49*      CALCULATE TENSION CORRECTIONS
00188      50*      C
00189      51*      DELA=DELTA/X/ERHORN/(X**2+1.)
00190      52*      DELY=DELTA/Y/ERHORN/(Y**2+1.)
00191      53*      DELZ=DELTA/Z/ERHORN/(Z**2+1.)
00192      54*      C
00193      55*      CALCULATE CORRECTED TENSION COMPONENTS
00194      56*      C
00195      57*      L1M=L1N*4.0L1
00196      58*      THY=L1Y*4.0LY
00197      59*      TThd=11244hdL2
00198      60*      C
00199      61*      CONVERT TENSION COMPONENTS INTO TENSION MAGNITUDE AND ANGLES
00200      62*      C
00201      63*      TNM=-50R1111TR*002*TNY*002+TNZ*002)
00202      64*      PHM=ATAN((TNZ/TSWHT)(TNX*002+TNY*002))
00203      65*      THATA=AT((1-TNA)/(1-1))
00204      66*      GO TO 110
00205      67*      CONTINUE
00206      68*      LTP=1
00207      69*      110  CONTINUE
00208      70*      CALL ANGLT(THETAN,PHI1,1)
00209      71*      RETUR
00210      72*      END
00211      73*      NO DIAGNOSTICS.
00212      74*      END OF COMPUTATION:

```

W 60,51 UTAICS,UTAICS
FNU UELB-01,11/77-04:57:25 (,6)

SUBROUTINE UTMICS ENTRY POINT 003720

STORATE USEU: C01111 004111 DATA(0) 0221431 BLANK COMMON(12) 000000

EXTERNAL REFERENCES (BLOCK, NAME)

0001	002601	10376	0001	003141	10536	0001	003221	10576	0001	003310	11056
0001	0001466	1150*	0001	003544	11636	0001	003622	11766	001	002337	1161
0001	004116	1204*	0001	002503	1205	0001	001120	1320	0001	002520	1341
0000	021657	136F	0001	002550	140L	0001	002554	141L	0001	002560	142L
0001	002764	144L	0000	021676	145F	0001	001164	1456	0001	002570	146L
0000	021726	150F	0001	021753	160F	0001	002111	1610	0001	002672	147F
0000	021768	211F	0001	000512	2256	0001	003273	245L	0001	000342	2036
0001	0034677	301L	0001	001092	3026	0000	021625	34F	0001	003672	285L
0001	001722	415G	0001	001756	4276	0000	021644	491F	0001	001413	3576
0000	021646	512F	0001	002320	5326	0001	002353	5576	0001	002407	510L
0001	002631	9466	0001	002611	7136	0001	002677	7556	0001	001713	79L
0001	004206	99L	0001	003134	ACC	0000	021513	ACX	0000	021514	AC7
0000	021543	LUN	0000	021540	CON1	0000	021541	COR2	0000	021542	CON3
0000	021564	CUS1	0000	021565	CUS2	0000	021566	CDSJ	0000	021567	CDS4
0000	021534	LUT1	0000	021532	CPH	0000	021536	CP1	0000	021538	CTH
0000	021164	C1	0000	021330	C2	0000	020262	C	0000	021512	DIA
0000	021574	WB1	0000	021575	WB2	0000	016504	WIS	0000	021507	DISX
0000	000C02	WR61	0000	021546	URGY1	0000	021551	UR612	0000	021540	DRGY1
0000	021552	URG12	0000	020216	URG2	0000	021550	URG21	0000	021553	DRG22
0000	021576	THUR	0000	021555	EHV	0000	000232	ERTIAX	0000	000240	EPT1AY
0000	021577	THUR	0000	021556	HYDRA-X	0000	021557	HYDRA-Z	0000	021561	HYDRX
0000	021562	HYDRY	0000	021563	HYDRZ	0000	000254	Z	0000	022155	HYDRY

191.

AD-A039 831

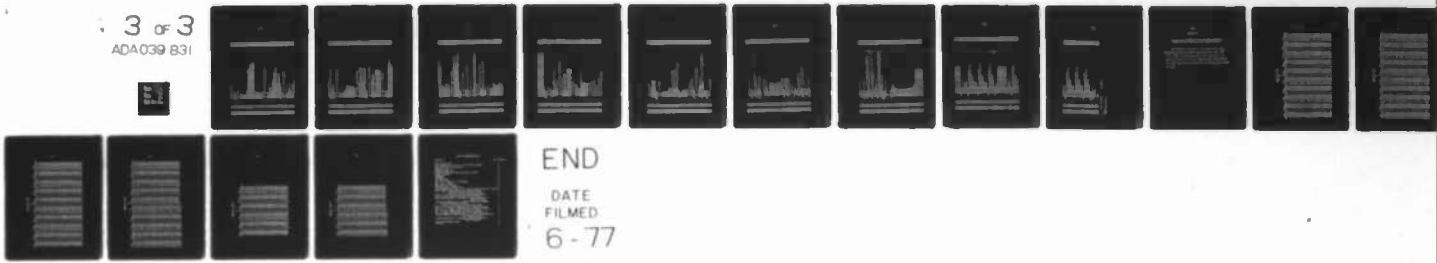
NAVAL UNDERWATER SYSTEMS CENTER NEW LONDON CONN NEW --ETC F/G 13/10
A STEADY STATE AND DYNAMIC ANALYSIS OF A MOORING SYSTEM.(U)

UNCLASSIFIED

MAR 77 J P RADOCHIA
NUSC-TR-5597

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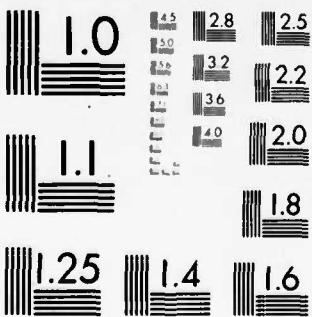
3 of 3
ADA039 831



END

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039



MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS 1963 A

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      IF (VEL(N,J,N),LE,J,N) VMAX=VEL(N,J,N)
      IF (VEL(N,J,N),LE,J,N) VMIN=VEL(N,J,N)
      IF (VEL(N,J,N),GE,VMAX) VMAX=VEL(N,J,N)
      IF (VEL(N,J,N),GE,VMAX) VMAX=VEL(N,J,N)
      IF (VEL(N,J,N),GE,VMAX) VMAX=VEL(N,J,N)
      IF (VEL(N,J,N),GE,VMAX) VMAX=VEL(N,J,N)

      CONTINUE
      497 IF (VEL(1,J,1),LE,J,N) GO TO 245
      11MAX=26
      DO 220 K=1,11MAX
      C1(K)=DISP(N,J,K)
      C2(K)=VEL(N,J,K)
      220 CONTINUE
      CALL SUBRQ(P,XMIN,YMIN,XMAX,YMAX)
      CALL GRAPHP(P,C1,C2,B,CHARR,G,VELK,6,TITLE)
      CALL PUNIT(P,IMAX,C1,C2)
      CALL LINESG(P,IMAX,C1,C2)
      CALL PAGE6(P,0,I,1)
      DO 230 K=1,11MAX
      C1(K)=DISP(N,J,K)
      C2(K)=VEL(N,J,K)
      230 CONTINUE
      CALL SUBRQ(P,TMIN,YMIN,YMAX)
      CALL GRAPHP(P,C1,C2,B,CHARR,G,VELK,6,TITLE)
      CALL PUNIT(P,IMAX,C1,C2)
      CALL LINESG(P,IMAX,C1,C2)
      CALL PAGE6(P,0,I,1)
      DO 240 K=1,11MAX
      C1(K)=DISP(N,J,K)
      C2(K)=VEL(N,J,K)
      240 CONTINUE
      CALL SUBRQ(P,2*I,J,2MAX,YMAX)
      CALL GRAPHP(P,C1,C2,B,CHARR,G,VELZ,6,TITLE)
      CALL PUNIT(P,IMAX,C1,C2)
      CALL LINESG(P,IMAX,C1,C2)
      CALL PAGE6(P,0,I,1)
      245 CONTINUE
      11MAX=LAST+1
      DO 250 K=1,11MAX
      IF (DISP(N,J,K),LE,XMIN) XMIN=DISP(N,J,K)
      IF (DISP(N,J,K),LE,THIN) THIN=DISP(N,J,K)
      IF (DISP(N,J,K),GE,ZMAX) ZMAX=DISP(N,J,K)
      IF (DISP(N,J,K),GE,XMAX) XMAX=DISP(N,J,K)
      IF (DISP(N,J,K),GE,YMAX) YMAX=DISP(N,J,K)
      IF (DISP(N,J,K),GE,ZMAX) ZMAX=DISP(N,J,K)
      IF (TNS(N,J,K),LE,THIN) THIN=TNS(N,J,K)
      IF (TNS(N,J,K),LE,110) TMIN=TNS(N,J,K)
      IF (TNS(N,J,K),GE,110) TMAX=TNS(N,J,K)
      250 CONTINUE
      CALL SUBRQ(P,XMIN,YMIN,XMAX,YMAX)
      CALL GRAPHP(P,C1,C2,B,CHARR,G,VELH,6,TITLE)
      CALL PUNIT(P,IMAX,C1,C2)
      CALL LINESG(P,IMAX,C1,C2)
      CALL PAGE6(P,0,I,1)
      IF (EL,J,1) GO TO 245
      250 CONTINUE
      CALL SUBRQ(P,XMIN,YMIN,XMAX,YMAX)
      CALL GRAPHP(P,C1,C2,B,CHARR,G,VELH,6,TITLE)
      CALL PUNIT(P,IMAX,C1,C2)
      CALL LINESG(P,IMAX,C1,C2)
      CALL PAGE6(P,0,I,1)
      IF (EL,J,1) GO TO 245

```

```

4970      U0 269 K=1,1TMAX
        C2(K)=UISP(1H,1,K)
01147    4980      260  CONTINUE
01148    4990      CALL SUBSEG(P,1MIN,XMIN,TMAX,XMAX)
01149    5000      CALL GRAPH(P,0,C1,C2,6,TIM,6,2CHWR,6,1ITL)
01150    5010      CALL POINTS(P,1TMAX,C1,C2)
01151    5020      CALL LINES(P,1TMAX,C1,C2)
01152    5030      CALL PAGE(P,0,1,1)
01153    5040      DO 270 K=1,1TMAX
01154    5050      C2(K)=UISP(1H,2,K)
01155    5060      270  CONTINUE
01156    5070      CALL SUBSEG(P,1MIN,YMIN,TMAX,YMAX)
01157    5080      CALL GRAPH(P,0,C1,C2,6,TIM,6,1CHWR,6,1TITLE)
01158    5090      CALL POINTS(P,1TMAX,C1,C2)
01159    5100      CALL LINES(P,1TMAX,C1,C2)
01160    5110      CALL PAGE(P,0,1,1)
01161    5120      DO 280 K=1,1TMAX
01162    5130      C2(K)=UISP(1H,3,K)
01163    5140      280  CONTINUE
01164    5150      CALL SUBSEG(P,1MIN,ZMIN,TMAX,2MAX)
01165    5160      CALL GRAPH(P,0,C1,C2,6,TIM,6,2CHWR,6,1TITLE)
01166    5170      CALL POINTS(P,1TMAX,C1,C2)
01167    5180      CALL LINES(P,1TMAX,C1,C2)
01168    5190      CALL PAGE(P,0,1,1)
01169    5200      285  CONTINUE
01170    5210      300  CONTINUE
01171    5220      CALL EXIT(P)
01172    5230      301  CONTINUE
01173    5240      TMAX=TMS10H
01174    5250      C
01175    5260      RETURN
01176    5270
01177    5280      END

```

END OF COMPILETIME: NO DIAGNOSTICS.

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Appendix F

VALUES OF EACH ELEMENT OF THE TIME SERIES USED TO
DESCRIBE SHIP'S VERTICAL AND LATERAL MOTIONS

This appendix lists all of the values of w_1 , s_{hx_1} , ϵ_{x_1} , s_{hz_1} , and ϵ_{z_1} used in equations (68), (69), and (70). Three ship headings; $BETA = 90^\circ, 135^\circ, 180^\circ$; are used for cases 12, 13, and 14 respectively. (See chapter 4.) Thus, three sets of values will be given, one for each heading.

BETA_A = 90°

ω_i	S_{xx_i}	E_{24}	S_{xx_i}	E_{xx_i}	ω_{xii}	$S_{xx_{ii}}$	$E_{xx_{ii}}$	$\omega_{x_{ii}}$	$S_{xx_{ii}}$	$E_{xx_{ii}}$
4831	.0000	.0125	.0000	.0505	.4833	.0029	.5799	.0028	.6179	.0028
4839	.0053	.5.8041	.0051	.5.8421	.4848	.0074	.5.1236	.0071	.1616	.0071
4862	.0096	.2.0287	.0092	.2.0667	.4879	.0120	.3.8681	.0115	.9061	.0115
4901	.0146	.5.9648	.0140	.6.0028	.4926	.0175	.7.1211	.0168	.7501	.0168
4955	.0207	.3.4010	.0198	.3.4390	.4968	.0240	.5.886	.0230	.6266	.0230
5024	.0276	.2.5731	.0264	.2.6111	.5065	.0314	.8544	.0299	.8964	.0299
5109	.0353	.4.097	.0337	.4527	.5158	.0395	.9092	.0377	.9542	.0377
5210	.0438	.3.6396	.0418	.3.6896	.5266	.0523	.4171	.0495	.4671	.0495
5326	.0634	.2.9653	.0595	.3.0203	.5389	.0743	.0026	.694	.0606	.0026
5457	.0651	.2.4352	.0793	.2.4972	.5529	.0960	.1445	.0893	.2105	.0893
5604	.1070	.2.604	.0993	.3.304	.5683	.1228	.7663	.1132	.8413	.1132
5765	.1414	.3.7703	.1296	.3.8463	.5853	.1597	.0789	.1457	.1589	.0789
5944	.1778	.5.8207	.1617	.5.9107	.6039	.1959	.2773	.1777	.3693	.2773
6137	.2185	.2.2562	.1967	.2.3512	.6240	.2408	.5995	.2155	.7015	.5995
6346	.2650	.4.1710	.2344	.4.2790	.6456	.2853	.6435	.2533	.7535	.2533
6570	.3078	.1.3917	.2718	.1.5077	.6688	.3303	.7592	.2903	.8802	.7592
6810	.3521	.4.1661	.3078	.4.2941	.6935	.3727	.3518	.3234	.4858	.3518
7065	.3935	.6.0620	.3393	.6.2020	.7198	.4118	.3342	.3522	.4792	.3342
7335	.4297	.4.3366	.3646	.4.4966	.7476	.4446	.8059	.3740	.9809	.8059
7621	.4589	.4.5459	.3826	.4.7259	.7770	.4713	.0016	.3890	.1876	.0016
7923	.4820	.4.6990	.3936	.4.8910	.8079	.4911	.5674	.3964	.7674	.5674
8239	.4965	.3.4918	.3974	.3.7068	.8404	.5042	.2414	.3967	.4441	.2414
8572	.5079	.3.0519	.3944	.3.2919	.8744	.5110	.9042	.3908	.1592	.9042
8920	.5129	.2.7346	.3858	.3.0046	.9099	.5138	.4.4963	.3797	.7813	.4.4963
9283	.5138	.1.6860	.3726	.1.9860	.9470	.5124	.3313	.3645	.6563	.3313

BETA = 135°

ω_i	S_{234}	E_{234}	S_{341}	E_{341}	w_{in}	S_{421}	E_{421}	S_{241}	E_{241}
.4831	.0000	.0125	.0000	.4125	.4833	.0032	.5799	.0021	.9799
.4839	.0059	.5.8041	.0038	.6.2041	.4648	.0063	.5.1236	.0054	.5.5236
.4862	.0109	2.0287	.0070	2.4287	.4879	.0137	.5.8681	.0088	4.2681
.4901	.0168	5.9648	.0107	6.3648	.4926	.0202	.6.7121	.0128	3.1121
.4955	.0238	3.4010	.0151	3.8030	.4988	.0277	.2.5886	.0176	2.9916
.5024	.0319	2.5731	.0202	2.9781	.5065	.0363	.5.8544	.0229	6.2644
.5109	.0409	.4097	.0258	.8247	.5158	.0458	.4.9092	.0288	5.3292
.5210	.0508	3.6396	.0320	4.0696	.5266	.0613	.3.4171	.0380	3.8571
.5326	.0752	2.9653	.0459	3.4153	.5389	.0888	.6.0026	.0536	6.4626
.5457	.1022	2.4352	.0613	2.9052	.5529	.1157	.6.1445	.0691	6.6245
.5604	.1293	.2604	.0769	.7504	.5683	.1503	.2.7663	.0881	3.2663
.5766	.1756	3.7703	.1014	4.2803	.5853	.2002	.2.0789	.1144	2.5989
.5944	.2244	5.8207	.1274	6.3607	.6039	.2486	.5.2773	.1403	5.8373
.6137	.2827	2.2562	.1566	2.8262	.6240	.3160	.5.5995	.1728	1.1995
.6346	.3490	4.1710	.1888	4.7810	.6456	.3823	.6435	.2051	1.2735
.6570	.4198	1.3917	.2222	2.0317	.6688	.4570	.3.7592	.2393	4.4342
.6810	.4948	4.1661	.2557	4.8561	.6935	.5335	.3.3518	.2710	1.0668
.7065	.5721	6.0620	.2864	6.7920	.7198	.6103	.3.3342	.3000	3.1042
.7335	.6483	4.3366	.3132	5.1366	.7476	.6847	.8059	.3247	1.6459
.7621	.7205	4.5459	.3354	5.4059	.7770	.7548	.5.0016	.3441	5.9016
.7923	.7875	4.6990	.3513	5.6490	.8079	.8185	.3.5674	.3568	4.5474
.8239	.8475	3.4918	.3608	4.5168	.8404	.8749	.2.2141	.3633	3.2841
.8572	.9012	3.0519	.3646	4.1719	.8744	.9237	.2.9042	.3639	4.0792
.8920	.9433	2.7346	.3615	3.9646	.9099	.9608	.4.4963	.3578	5.7663
.9283	.9762	1.6860	.3528	3.0060	.9470	.9895	.5.3313	.3462	6.7213

BETA = 135°

ω_i	$S_{\alpha\beta\gamma}$	$\epsilon_{\alpha\beta\gamma}$	w_{i+1}	$S_{\alpha\beta\gamma\delta}$	$\epsilon_{\alpha\beta\gamma\delta}$	w_{i+1}	$S_{\alpha\beta\gamma\delta\epsilon}$	$\epsilon_{\alpha\beta\gamma\delta\epsilon}$	w_{i+1}	$S_{\alpha\beta\gamma\delta\epsilon\zeta}$	$\epsilon_{\alpha\beta\gamma\delta\epsilon\zeta}$
.9601	1.0028	4.3333	.3389	5.7733	.9857	1.0075	<1606	.3301	3.6606		
1.0056	1.0118	2.4600	.3203	4.0400	1.0259	1.0107	5.1920	.5096	6.8020		
1.0405	1.0088	1.5916	.2978	3.2616	1.0676	1.0041	1.8399	.2855	3.5799		
1.0890	.9977	3.6154	.2719	5.4154	1.1109	.9812	.0295	.2588	1.8695		
1.1331	.9631	5.8990	.2445	7.7690	1.1557	.9431	<.4066	.2298	4.3086		
1.1787	.9164	4.9127	.2150	6.8427	1.2021	.8814	.9350	.2003	2.8950		
1.2258	.8399	.8681	.1871	2.7681	1.2500	.7928	.2159	.1732	2.0739		
1.2745	.7397	3.8145	.1574	4.9845	1.2995	.6820	.9536	.1425	4.7136		
1.3248	.6190	3.7743	.1303	5.3343	1.3505	.5451	.2900	.1162	1.7530		
1.3765	.4692	4.6000	.1019	5.7300	1.4030	.4137	.6010	.0921	5.7610		
1.4299	.3462	1.1285	.0805	2.0935	1.4571	.2748	3.5946	.6688	4.3946		
1.4848	.2293	2.3799	.0616	2.9799	1.5128	.1692	.6888	.0530	1.1488		
1.5412	.1111	3.4924	.0455	3.8424	1.5700	.0925	.6899	.0418	6.3199		
1.5991	.0678	.0560	.0374	.1870	1.6287	.0541	4.5323	.0348	4.6523		
1.6586	.0517	2.6680	.0333	2.7730	1.6890	.0491	.9707	.0317	4.0627		
1.7197	.0463	1.6688	.0303	1.7548	1.7508	.0432	.2955	.0287	5.3755		
1.7823	.0396	.1910	.0268	.2660	1.8142	.0349	.4516	.0245	5.5166		
1.8465	.0292	3.3601	.0219	3.4051	1.8791	.0246	.6802	.0196	5.7022		
1.9122	.0194	.0065	.0172	.0185	1.9456	.0141	1.6000	.0147	1.5900		
1.9794	.0107	5.4180	.0127	5.3780	2.0136	.0052	4.3815	.0101	4.3415		
2.0462	.0050	1.4546	.0087	1.4146	2.0832	.0047	.0626	.0071	5.0226		
2.1186	.0046	.9919	.0067	.9619	2.1543	.0046	2.3343	.0070	2.3043		
2.1904	.0047	.8976	.0068	.8776	2.2269	.0047	.5249	.0061	5.5099		
2.2638	.0046	4.2004	.0054	4.2114	2.3011	.0042	4.6728	.0050	4.6628		
2.3368	.0038	2.5547	.0047	2.5447	2.3768	.0034	3.2059	.0043	3.1959		
2.4153	.0026	.9858	.0039	.9758							

$\theta \epsilon TA = 180^\circ$

w_i	$s_{x_{24}}$	ϵ_{24}	w_{24}	$s_{x_{34}}$	ϵ_{34}
.4831	.0000	.0125	.4833	.0035	.5799
.4839	.0064	.58041	.4848	.0091	.1256
.4862	.0119	.20287	.4879	.0151	.8661
.4901	.0165	.59648	.4926	.0223	.7121
.4955	.0263	.34010	.4988	.0307	.5886
.5024	.0353	.25731	.5065	.0402	.8544
.5109	.0453	.4097	.5158	.0507	.9092
.5210	.0563	.36396	.5266	.0683	.4171
.5326	.0843	.29653	.5389	.0998	.0026
.5457	.1152	.24352	.5529	.1305	.1445
.5604	.1460	.2604	.5683	.1704	.7663
.5766	.1998	.37703	.5853	.2284	.0769
.5944	.2565	.58207	.6039	.2845	.2773
.6137	.3247	.22562	.6240	.3639	.5995
.6346	.4025	.41710	.6456	.4418	.6435
.6570	.4868	.13917	.6688	.5314	.7592
.6810	.5760	.41661	.6935	.6208	.3518
.7065	.6656	.60620	.7198	.7089	.3342
.7335	.7520	.43366	.7476	.7948	.8059
.7621	.8354	.45459	.7770	.8710	.0016
.7923	.9031	.46990	.8079	.9316	.5674
.8239	.9564	.34918	.8404	.9786	.2141
.8572	1.0008	3.0519	.8744	1.0125	.9042
.8920	1.0161	2.7346	.9099	1.0192	.4963
.9283	1.0156	1.6860	.9470	1.0070	.3313

$BETA = 180^\circ$

W_i	$S_{k,i}$	$\epsilon_{k,i}$	W_{i+1}	$S_{k+1,i+1}$	$\epsilon_{k+1,i+1}$
.9661	.9971	4.3333	.9857	.9747	2.1606
1.0056	.9497	<.4800	1.0259	.9165	5.1920
1.0465	.8792	1.5916	1.0676	.8350	1.8399
1.0890	.7855	3.6154	1.1109	.7335	.0295
1.1331	.6736	5.8990	1.1557	.6025	2.4086
1.1787	.5322	4.9127	1.2021	.4652	.9350
1.2258	.4064	.8081	1.2500	.3428	.2159
1.2745	.2595	3.8145	1.2995	.1865	2.9536
1.3248	.1606	3.7743	1.3505	.1278	.2900
1.3765	.0962	4.6000	1.4030	.0926	4.6010
1.4299	.0867	1.1285	1.4571	.0876	3.5946
1.4848	.0938	2.3799	1.5128	.0999	.6888
1.5412	.0983	3.4924	1.5700	.0839	6.0899
1.5991	.0655	.0560	1.6287	.0507	4.5323
1.6586	.0365	2.6680	1.6890	.0186	3.9707
1.7197	.0149	1.6688	1.7508	.0127	5.2955
1.7823	.0107	.1910	1.8142	.0100	5.4516
1.8465	.0093	3.3601	1.8791	.0085	5.6802
1.9122	.0075	.0065	1.9456	.0064	1.6000
1.9794	.0052	5.4180	2.0136	.0037	4.3815
2.0482	.0028	1.4546	2.0832	.0013	5.0626
2.1185	.0021	.9919	2.1543	.0033	2.3343
2.1904	.0038	.8976	2.2269	.0038	5.5249
2.2638	.0038	4.2004	2.3011	.0039	4.6728
2.3388	.0038	2.5547	2.3768	.0034	3.2059
2.4153	.0028	2.9658			

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ITT (E. Ritter), (ITT Contract No. N00140-77-C-6008)	1
MAR, Inc. (C. Veitch), (MAR Contract No. N00140-76-D-6441)	1
MAR, Inc. (J. Franklin), (MAR Contract No. N00140-76-D-6441)	1
MRI (C. Sims), (MRI Contract No. N00140-76-C-6824)	1
ORI (J. Bowen), (NAVELEC/ORI Contract No. N0039-76-C-0327)	1
Raytheon Submarine Signal Division (J. Dale), (Raytheon Contract No. N00140-76-C-6110)	1
Teledyne Exploration (C. Berglund), (Teledyne Contract No. N00140-77-M-8621)	1
SACLANT ASW RESEARCH CENTRE	1
ASN (R&D)	1

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